

## CYCLE FORUM

15 July 2015

PRESENT: Councillors Derek Wilson (Chairman), Lynda Yong (Vice-Chair) and Paul Lion.

Also present: Councillor Malcolm Beer, Harry Bodenhofer, Miles Gripton, David Lambourne, David Layzell, Luke McCarthy, Owen McQuaide, Mark Powell, Louise Rowlands, Patrick Romaya, PCSO David Bullock and PCSO Michelle Walker (Thames Valley Police).

Officers: Tanya Leftwich and Gordon Oliver.

### PART I

01/15 APOLOGIES FOR ABSENCE

Apologies were received from Peter England, Neil Fairbrother and Michael Gammage.

The Chairman informed everyone present that the meeting was being recorded.

02/15 DECLARATIONS OF INTEREST

There were no declarations of interest.

03/15 MINUTES

The Chairman stated that at previous meetings there had been some concern regarding the referencing in the minutes but explained that he felt them to be clear.

**RESOLVED UNANIMOUSLY: That the minutes of the meeting of the Forum held on 31 March 2015 were approved as a true and correct record.**

04/15 ORDER OF BUSINESS

**RESOLVED UNANIMOUSLY: That the order of business as detailed in the agenda be varied.**

05/15 A4 CYCLE ROUTE UPDATE

The Principal Transport Policy Officer, Gordon Oliver, informed everyone present that the purpose of the report on pages 1-3 of the agenda was to provide an update on the proposed cycle route along the A4 between Maidenhead Bridge and the town centre. It was noted that the proposal was

for 2.0m wide on-carriageway cycle lanes with bus stop bypasses with the section in front of the King's Quarter development to be a hybrid cycle route.

The Principal Transport Policy Officer explained that consultants were working on a business case which would be submitted to the appraisers. It was noted that it was hoped to go out to public consultation in September / October time and that Slough and South Bucks were working to similar timescales to the Royal Borough.

In the ensuing discussions the following points were noted:

- The Principal Transport Policy Officer was congratulated on having done an excellent job.
- That the section of cycle route leading up to the Maidenhead Bridge could not be a mandatory cycle lane, due to the presence of the petrol station.
- Concern was raised that the route through South Bucks and into Slough should not be a shared use path and that the local authorities should move away from shared facilities as segregated cycle routes were considered to be safer.
- It was suggested that cyclists be given priority across side roads. An example of an area that would benefit from this treatment was the Stafferton Way / Homebase site. It was noted that giving cycle routes priority across side roads was common European practice and should be implemented in the UK.
- The Chairman added that he felt 'stop lines' should also be placed in front of driveways.
- The Principal Transport Policy Officer stated that he was keen to investigate 'stop lines' further to see if they could be viable in the Royal Borough. However, safety auditors have previously raised concerns. The Council will liaise with Bucks Council who have already implemented them.
- That the new Lead Member for Highways and Transport, Councillor Colin Rayner, was concerned that buses could not pass at the bus stop bypass at Ray Park Avenue. The central island will be revised to ensure that traffic can still pass.
- Harry Bodenhofer suggested that the end of the cycle route be brought up to the roundabout. The Principal Transport Policy Officer explained that there was not sufficient carriageway width to take the cycle lane up to the junction but that he could re-visit this decision again to see if there was any scope for extending it.
- That the Council was limited as to what could be put up regarding cycling signage.
- It was suggested that a 20mph speed limit on the roundabout be introduced to help slow traffic down. The Principal Transport Policy Officer explained that a longer stretch of road would generally be needed for that to be implemented.
- The Chairman suggested seeing if the cycle lane could be extended closer towards Oldfield Road junction which was agreed would be better than nothing being done.

- The Principal Transport Policy Officer explained that the access from Lassell Gardens would now be two way and apologised that the updated scheme had not been shown on the plan. The Chairman stated that he believed the original scheme should be used as people on the roundabout needed to be safeguarded. It was felt that two way traffic was too much of a risk to safety. The Chairman stated that he would discuss the safety issue with fellow Members after the meeting and suggest that the original proposal stands.
- Owen McQuaide explained that at the roundabout where Bridge Road meets the Guards Club Road it was virtually impossible to get across in a south to north direction due to traffic. It was suggested that a speed bump at the bottom of Bridge Road be installed to help slow drivers down so that the good route could be used more often. The Chairman asked the Principal Transport Policy Officer to have a discussion with Sue Fox and circulate an update to the Forum by email as he had been under the impression that the whole of that area was being updated under the Eastern Gateway proposals.
- It was requested that the Principal Transport Policy Officer ensured the Thames Reach Residents Association were on the list to be consulted.

**RESOLVED: That the Cycle Forum noted the progress with the scheme.**

06/15      WINDSOR ABC BICYCLE GREENWAY / NCN422 ASCOT TO WINDSOR CYCLE ROUTE

The Principal Transport Policy Officer informed everyone present that the purpose of the report on pages 4-8 of the agenda was to inform the Forum about proposals for leisure and utility cycle routes between Windsor, Ascot, Bracknell and Crowthorne. It was noted that Legoland were supportive of having cycle routes installed.

It was noted that there were very few safe cycling routes to Charters Academy and that pupils had launched a petition on the '38 Degrees' website asking the Crown Estate for assistance with progressing linking local cycle routes as the biggest landowner in the area. Louise Rowlands from Charters Academy explained that the catchment area for the Academy was very large and that students were unable to cycle to friends houses safely at present. The Forum noted that the Academy wanted its students to be out cycling safely in the fresh air whilst getting fit at the same time. Louise Rowlands went onto explain that the roads around Charters were almost gridlocked in the mornings with parents cars dropping their children off at school and that a cycle route would therefore benefit residents, business and students.

Councillor Yong explained that the Crown Estate had taken down trees alongside Sunninghill Road and had put up a fence. It was noted that Councillor Yong believed it would be very easy to add a cycle path but that the Crown Estate were not keen to do so. Councillor Yong went onto explain that a cycle path would take cyclists away from walkers and both would

therefore benefit both groups. Councillor Yong urged the Forum to support the request of a cycle path and sign the petition to encourage the Crown Estate to re-look at their decision.

It was noted that the Council was also working in parallel on the a utility cycle route, which would connect Newbury – Reading – Wokingham – Bracknell – North Ascot – Windsor. The Principal Transport Policy Officer explained that the route was actively being progressed by the five affected local authorities and the Thames Valley Berkshire Local Enterprise Partnership had given approval to part-fund the scheme, subject to preparation of a satisfactory business case.

In the ensuing discussions the following points were noted:

- The Chairman questioned whether the petition to the Crown Estate should come from Charters Academy or the Council.
- The Principal Transport Policy Officer explained that the Lead Member for Highways and Transport had been in contact with the Crown Estate who were displeased with the petition but had suggested putting in a cycle route along Sheet Street Road. The Principal Transport Policy Officer explained that he had been asked to meet with the Deputy Ranger to discuss the scheme.
- Mark Powell stated that he had found the language used in para 3.4 of the report 'almost offensive'. It was agreed that the reference to cyclists be replaced with people.
- The Chairman requested that the Principal Transport Policy Officer liaised with Bracknell colleagues to see if something could be done as a joint venture.
- Council Yong, echoed by Councillor Beer, stated that an off road cycle route at Sheet Street would be ideal as it would encourage tourists and new and young cyclists to cycle in Windsor.
- David Lambourne stated that for five years he had been trying to encourage the Royal Borough to build a cycle circuit.
- Councillor Beer requested that he be invited to attend the meetings with the Deputy Park Ranger which the Chairman agreed he was happy with.

**RESOLVED: That the Cycle Forum:**

- **Endorsed the aims of the petition created by Charters School.**
- **Supported the Neighbourhood Plan Group in working with the Crown Estate and the Neighbourhood Plan Group to overcome any remaining objections / barriers to the Windsor ABC Bicycle Greenway and NCN 422.**

07/15

**THAMES VALLEY POLICE UPDATE**

The Chairman explained that the Thames Valley Police had been invited to attend the Forum in response to previous requests from members who were not in attendance tonight. The question the Chairman asked the Thames Valley Police was what were the Police doing to ensure the safety of cyclists.

The representatives from the Thames Valley Police (PCSO David Bullock and PCSO Michelle Walker) informed the Forum that they did a lot of preventative work with regard to the theft of bikes, including free bike marking and they were looking to run an event in the Town Centre with a local shop that sells bike locks

It was noted that marked bikes were harder for thief's to sell on as they could be traced back to the owner.

It was suggested by Councillor Yong that the Police visit schools as part of a cycle programme and advised pupils of cycle safety. PCSO David Bullock stated that he would be happy to do a joint initiative with a professional cycling instructor and that he would mention it to the local PCSO so that she could make contact.

The issue of cyclist riding bikes without lights and riding on footpaths, in addition to people using BMX bikes without brakes, was raised and it was suggested that the Police needed to find out who these people were and speak to their parents as it gave cycling a bad image. PCSO David Bullock explained that they did advise cyclists to dismount on pavements or ride on the road if they were caught cycling on pavements but that they were able to use their discretion when it came to the elderly and young children. It was noted that a fine of £30 could be imposed but that it was unclear whether the fine changed the offenders mind set in the long-term. PCSO David Bullock explained that the Police preferred to educate people rather than fine them so that they spent their money on a light.

It was noted that issues could be reported via the 101 number (or 999 if an emergency) and that the information provided by the caller was fed into a control room that was able to dispatch officers, if needed, before the phone call had ended. The Forum was informed that a Section 59 caution could be issued which allowed the Police to seize the vehicle if driven in an anti-social manner. It was noted that the Section 59 caution went on the person and the vehicle and was considered a great power for the Police to have.

It was noted that a speed watch enforcement activity took place in Windsor. The Forum was informed that members of the public were able to accompany the Police as volunteers if they wished to do so.

PCSO David Bullock agreed with Councillor Lion that the cycling signs in Maidenhead High Street were too high and needed lowering and it was noted that something was due to take place in Peascod Street in Windsor with regard to signage.

The Chairman requested that PCSO David Bullock and PCSO Michelle Walker liaised with the Maidenhead and Ascot PSCOs so that the cyclists behaving inappropriately could be dealt with. PCSO David Bullock agreed to pass this feedback onto his Sergeant so that it could be passed onto a wider audience. Councillor Beer suggested that Community Wardens could be linked up with PSCOs to help educate people with regard to cycling.

It was agreed that PCSO David Bullock would find out whether there was a speed limit on roundabouts and report back to the Principal Transport Policy Officer.

The Chairman thanked PCSO David Bullock and PCSO Michelle Walker for attending the meeting and answers questions.

08/15 CYCLING STRATEGY UPDATE

The Principal Transport Policy Officer referred everyone present to pages 9 - 32 of the agenda and explained that the report informed the Forum about progressing in the development of a Cycling Strategy for the Royal Borough.

The Principal Transport Policy Officer explained that at the last meeting of the Cycle Forum it had been proposed that a local cycling strategy be developed for the Royal Borough to cover the period 2015 to 2020.

It was noted that work had commenced on a series of area-based action plans, which were based on the Neighbourhood Plan areas. Initial drafts had been prepared for the following areas and could be found in Appendix 1 of the report:

- Hurley and the Walthams
- Bisham and Cookham
- Bray
- Eton and Eton Wick
- Datchet
- Horton and Wraysbury

It was noted that drafts for the following areas would be prepared over the summer / autumn and ideally brought back to the next meeting:

- Old Windsor
- Ascot and the Sunnings
- Windsor
- Maidenhead

Members of the Forum were invited to comment on the initial drafts either at the meeting or via email to [transport@rbwm.gov.uk](mailto:transport@rbwm.gov.uk) by Friday 31 July 2015. It was noted that there would be a further opportunity to comment when the strategy was put out to public consultation.

Maps of the proposed strategy / routes were provided at the meeting.

In the ensuing discussions the following points were noted:

- The Forum were informed that the reasons why a strategy had been developed was to ensure a coherent and consistent approach to cycling rather than a year on year approach.
- Luke McCarthy stated that he believed the infrastructure to be only one element of the cycling strategy and that education / raising awareness about cycling was also needed.

- That the Infrastructure Act had became law in February 2015 and required the Government to prepare cycling and walking investment strategy for England. It was noted that on 29 June 2015 Transport Minister, Robert Goodwill, had instructed officials to begin work on the secondary legislation that was necessary for the cycling strategy law to come into force.
- That some funding from the Local Enterprise Partnership had been provisionally allocated to cycling schemes with the possibility of additional funding being sourced. However, LEP funds tend to be allocated to support economic development.
- Harry Bodenhofer stated that all routes and proposals needed to be looked at in order to connect routes more (e.g. Marlow – Cookham – Maidenhead).
- The Chairman suggested looking at major planning applications that were coming forward to incorporate connectivity issues, etc and gave an example of The Landing in Maidenhead.
- Councillor Beer stated that if the Local Enterprise Partnership helped improve the cycling provision it would in turn help free up congestion on the roads in the Royal Borough. It was added that it would also encourage people to commute which would be good for the community.
- David Layzell suggested that a lot of the closed shops in Maidenhead could be due to the lack of available parking in the town and that if cycling could be encouraged, people would have to worry less about finding a parking space and were more likely to visit both Windsor and Maidenhead.
- The Chairman explained that parking was being looked at as part of the Borough Local Plan which was commissioning a retail study. It was noted that if a shortfall in parking came out of the study the Council would need to address it as part of the next Borough Local Plan.

**RESOLVED: That the Cycle Forum:**

- **noted the contents of the report.**
- **considered the contents of the draft area action plans and provided feedback by the specified date.**

09/15

### BISHAM ROUNDABOUT

The Principal Transport Policy Officer referred everyone present to pages 33 and 34 of the agenda and explained that the report provided an update on Highways England proposals for the A404 / A308 junction at Bisham.

The Forum was invited to express their views which were noted as follows:

- David Layzell suggested that an alternative route that avoided the Bisham roundabout was available via Dungrove Hill Lane and was a very popular route.
- David Lambourne explained that he had attended the exhibition. He felt that the 'left-in / left-out' option would lead to more traffic

turning round at the Henley roundabout which he believed would cause serious congestion issues.

- David Lambourne went onto explain that the Lead Member for Highways and Transport had given the impression that the Royal Borough was against the installation of traffic lights. It was noted that David Lambourne objected to a blanket approach as he believed it could put lives at risk. Councillor Lion assured David Lambourne that safety was of paramount importance to the Council. The Chairman stated that it was not a blanket mandate and explained that he believed there to be areas in the Royal Borough that would benefit from roundabouts rather than traffic lights.
- The Chairman's preference was for a flyover to be built as he felt this to be the safest option, although he understood it would be a very expensive solution.
- Mark Powell enquired as to whether there was a fourth option to do nothing.
- David Layzell stated his short-term preference for traffic lights and his long-term preference was for a flyover or a tunnel / underpass.
- Harry Bodenhofer stated that he believed option 2 to be unfeasible.
- Owen McQuaide stated that he believed option 1 to be equally dangerous.
- Councillor Beer stated that he felt none of the options to be satisfactory.

**RESOLVED: That the Cycle Forum:**

- **Noted the options proposed by Highways England.**
- **Agreed a joint response on behalf of the Cycle Forum (option 3 as the short-term solution and a flyover / underpass as the long-term solution).**

10/15     ANY OTHER BUSINESS

Cycling Social Enterprise

Luke McCarthy spoke to the Forum about cycling social enterprise. It was noted that he had given a presentation about a year ago about cycling social enterprise to support the locally unemployed training them up as cycle mechanics. It was noted that the proposal was to sell recycled bikes with a retail presence (e.g. a cycle hub) that could give cycling advice. Luke McCarthy explained that he was working with a trained mechanic and ex-teacher and had met with the manager of the Nicholson's Centre to discuss the possibility of getting a pop up shop as a short-term solution over the summer months. It was noted that Luke McCarthy had received a strong feeling that a more long-term solution might be available in the Royal Borough. Members were informed that Luke McCarthy wanted to encourage people to help get the project up and running, be part of the retail presence and start advertising / marketing. Luke McCarthy explained that he was happy to talk to people outside the meeting and receive suggestions.

The Chairman suggested that the Principal Transport Policy Officer could circulate information on the cycling social enterprise to the Housing Association, colleges, and further education establishments.

Maidenhead Bridge

The Chairman informed the Forum that a new planning application would be coming forward from South Bucks (former Papermill) and that he would like the Royal Borough to have some input with regard to the decision about the Maidenhead Bridge. It was noted that the Chairman would discuss with the Planning Team to ensure cycling provision was addressed as part of the planning permission. Councillor Beer added that this could be a strong strategic objective for the Council to encourage cycling and that he hoped Local Enterprise Partnership funding could be made available.

20mph limit suggestion

David Lambourne mentioned that he drove round roundabouts in his car at 20mph in order to help to decongest traffic trying to get onto a roundabout as it allowed the roundabout to work as it should do. David Lambourne explained that if roundabouts in the Royal Borough had 20mph speed limits it would allow cyclists to use roundabouts more easily. It was noted that whilst there was no legal limit in place, it was hoped that residents would voluntarily drive around roundabouts at 20mph as he believed that once the benefits were seen a limit could be adopted.

David Layzell suggested that an article be written for the local newspaper and that David Lambourne should approach the editor to seek a poll for feedback / level of support. It was suggested that an article could also be written for the Around the Royal Borough newsletter.

11/15     DATES OF FUTURE MEETINGS

Future meetings dates were noted.

The Chairman requested that future meetings keep to two hours in length.

Councillor Beer requested that the planning application number for the Maidenhead Landing application be shared to the wider group. The Principal Transport Policy Officer agreed to look into whether this would be possible with regard to data protection issues.

12/15     MEETING

The meeting, which began at 6.30pm, ended at 9.20pm.

Chairman.....

Date.....