

## CYCLE FORUM

7 October 2015

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

Also present: Councillor Colin Rayner, Peter England, Daniel Mitchell, Andrew Payne, Harry Bodenhofer and Owen McQuaide.

Officers: David Cook and Gordon Oliver.

### PART I

13/15 APOLOGIES FOR ABSENCE

Apologies were received from Councillor Lion, Councillor Yong, Mark Wilkes and Michael Gammage.

14/15 DECLARATIONS OF INTEREST

There were no declarations of interest.

15/15 MINUTES

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

16/15 MAIDENHEAD CYCLE HUB

The Principal Transport Policy Officer, Gordon Oliver, informed that unfortunately Mark Wilkes (who was due to provide the update) had been called away and could not attend the meeting.

Mark Wilkes had emailed an update and the Forum was informed that the pop up shop in the Nicholson Centre had been a success but they were now looking for a new location. The community seemed supportive of the scheme and he wished to thank the volunteers and RBWM for their support. The forum were informed that:

Headlines from our pop up shop:

- 40 bikes sold.
- 120 bikes donated.
- 10 volunteers involved.
- Hugely positive response from local residents, business forums (Chamber of Commerce, Rotary), youth groups (youth centres, schools, scouts etc) regarding working with them.

Next steps:

- long term premises (either long term agreement for same unit in Nicholsons Centre or Waldeck House).
- employment of 2 x FT staff

How people can help:

- Volunteer - 'frontline' in the shop, delivering leaflets, background support functions.
- Contacts / relationships with businesses for promotional activities.
- Wider promotion - through cycling clubs, social media, schools, etc.

**RESOLVED: That a further update be brought back to a future meeting.**

#### 17/15 THE LANDING UPDATE

The chairman informed the Forum that the Landing application, also known as the Broadway Triangle, had been approved by the Maidenhead Development Control Panel. The application was not going to be called in by the secretary of state but it could be subject to judicial review as it was a major application. Under the plans shops, offices, restaurants, up to 225 apartments and a central public space will be built at King Street and Queen Street. It was similar to Oxford Circus Junction in London.

In response to questions the Forum were informed that cyclists would access the site from King Street and Queen Street with the junction and crossings in front of the station being improved and the area in front of the '3' building being widened. It was hoped that the revised design would be more cycle friendly than what was currently in place, however this was subject to further more detailed planning applications. They had looked at having a dedicated cycle path along Queen Street but there were problems with loading bays; alternatives were being looked into.

**RESOLVED: That the Cycle Forum note the update with any further comments being emailed to Gordon Oliver.**

#### 18/15 CAPITAL PROGRAMME UPDATE

The Forum were informed that due to the local elections the final highways and transport capital programme was approved by Council on 30 July 2015; with regards to cycling the following schemes were approved:

- **Cycling Schemes (£100k):**
  - A4 Cycle Route Business Case (£20k)
  - Stafferton Way Toucan Crossing (£60k)
  - Wells Lane, Ascot - surface improvements (£20k)
- **School Cycle Parking (£50k):**
  - Windsor Boys School – repairs (£20k)
  - Furze Platt Senior School - extension (£15k)

- Furze Platt Junior School (£10k)
  - Cookham Dean Primary School (£5k)
- **Ascot to Windsor Cycle Route (£20k):**
    - Feasibility Study and Business Case

There was also £100k to be spent on safer routes to schools. Provisional approval had also been given for the 2016/17 and 2017/18 capital programme that included cycling, Ascot to Windsor Cycle Route, Safer Routes to Schools and School Cycle / Scooter parking. There were also opportunities to vote for schemes under the Participatory Budgeting process.

It was noted that there was a petition for a safe cycling route to Holyport College and Cllr Rayner informed that he was aware of the petition and once it was closed he expected the organiser would be handing it to Council where it would be passed to the appropriate body for consideration.

Cllr Beer asked if the Cycle Forum should consider safe routes to schools and was informed that it could be a future agenda item; however it came under the remit of scrutiny and would also be in the Cycle Strategy.

Cllr Beer raised concern about the condition of road surfaces for cyclists and used the example of a sunken drainage hatch along Albert Road; the statutory authority needed to improve problem areas. Problems could be reported on the RBWM website or by contacting Streetcare.

Cllr Rayner said that there would be a lot of work over the next 12 months, such as removing traffic lights and he would like to hear the Forum's views during consultation exercises. Cllr Rayner would also be holding further talks with the Crown Estate.

(Cllr Rayner left the meeting)

**RESOLVED: That the Cycle Forum note the report.**

19/15 ASCOT TO WINDSOR CYCLE ROUTE

The Forum were informed that this section was part of the larger NCN422 route that ran from Newbury to Windsor. The Forum were shown a map of a number of routes considered for the Ascot to Windsor section of the route and were informed that the Crown Estate were reluctant to consider the option to go through the park as they had about 4 million visitors per year and already experienced significant levels of conflict between cyclists and other visitors.

The proposed route was via Burleigh Road, Kennel Ride, Hatchet Lane, B383 Mounts Hill and B3022 Winkfield Road. It was a mixture of quiet signed route, shared use footway/cycleway, 'bicycle street' and cycle track. The Forum were informed that there were a number of challenges to make it happen; they were:

- Few available routes options.
- Follows A and B roads.
- 60 mph speed limit on some sections of route.
- Lack of street lighting.
- Lack of available highway land.
- Drainage issues.
- Environmental designations.
- Crown Estate owns much of the highway verge.

The feasibility study was nearly completed and showed that there could be a continuous route but with some compromises and a total cost of about £2.3 million was expected. The next steps were:

- Safety audit of outline design.
- Amend design to take account of safety audit findings.
- Finalise business case.
- Seek funding approval from TVB Local Transport Body.
- Consultation with key stakeholders.
- Discussion with other authorities regarding funding split.
- Develop Environmental Impact Statement.
- Submit planning application.
- Submit internal capital bids.

**RESOLVED: That the Cycle Forum note the presentation with any further comments being emailed to Gordon Oliver.**

## 20/15 A4 CYCLE Route

The Forum received a presentation on the A4 Cycle Route that contained maps of the proposed routes. The following update was received:

- Estimated cost £650k.
- Peak commuter trips: baseline = 63 one-way trips, forecast = 85 one-way trips (35% increase).
- Non-commuter trips: baseline = 169 one-way trips, forecast = 214 one-way trips (27% increase).
- BCR of 1.18 for RBWM section = 'low' value for money. Whole route BCR likely to be slightly higher.
- LEP content to proceed subject to validation of business case.
- Final funding approval by TVB Local Transport Body in November.

The Safety Audit had come up with a number of key issues and observations; they were the eastbound exit from Oldfield Road roundabout not being wide enough for a cycle path. The solution was to widen the carriageway but it was too difficult due to TPO trees and utilities and the increased cost would significantly reduce the BCR.

The bus stop bypass at Ray Park Avenue created a safety conflict with cyclists being obscured from traffic turning left. A compromise would be to have a break in the cycle lane rather than a bus stop bypass; however this still left safety concerns. As part of their deliberations the Forum discussed that there were only 3 buses per hour and few cars turning left; however it was understood that this still left a safety risk. The forum recommended that layout be amended as much as possible to improve visibility / safety.

The eastbound approach to Ray Mead Drive roundabout put the cycle lane inside the lane for left turning traffic, leading to conflict between cyclists travelling straight ahead / right and left turning traffic. It was recommended that the cycle lane be terminated at Ray Park Avenue. The Chairman raised concern that the cycle route would be terminated; however as there was a planned development for older persons units it should be investigated to see if a zebra crossing could be installed. If possible this would aid the elderly residents get to the local amenities and also reduce the traffic speed approaching the roundabout. It was agreed that the cycle route needed to be terminated prior to the roundabout.

There had also been issued raised about the westbound approach to Oldfield Road roundabout as cyclists were vulnerable to left-turning traffic, since they were fed into left-turn lane even if travelling straight on or turning right. As no solution had been put forward the Forum were concerned that cycle routes were continuously being interrupted at the most venerable sections for cyclists. It was suggested that the road could be coloured to warn of cyclists approaching however officers felt that this would not reduce the risk as cyclists still stuck to the left lane even if turning right. However this could lead to confusion.

It was recommended that a Dutch style roundabouts design could be used to improve cyclists' safety, however it was noted that these roundabouts required an increased footprint and thus the associated costs and land availability would not make them viable.

Concern was also raised about Bridge Road where there was a large part of the centre of the road being occupied by a reservation so people could turn into the surgery. The Forum was informed that there needed to be central hatched area for pedestrian safety, to cater for right turn movements into Ray Drive and the health clinic and to allow traffic to pass buses at the eastbound stop to the west of Ray Park Avenue. It was raised that the slight inconvenience of the motorist if an alternative route was available should not be put ahead of cyclist safety.

21/15 ANY OTHER BUSINESS

None raised.

22/15 DATES OF FUTURE MEETINGS

Future meetings dates were noted.

23/15 MEETING

The meeting, which began at 6.35pm, ended at 8.40pm.

Chairman.....

Date.....