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NOTICE OF MEETING

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CYCLE FORUM

will meet on

TUESDAY, 11TH APRIL, 2017

At 6.30 pm

in the

COUNCIL CHAMBER - TOWN HALL, MAIDENHEAD,

TO: MEMBERS OF THE CYCLE FORUM

COUNCILLORS MALCOLM BEER, PAUL LION, DEREK WILSON (CHAIRMAN) AND
LYNDA YONG (VICE-CHAIRMAN)

SUBSTITUTE MEMBERS

COUNCILLORS GEOFF HILL, LYNNE JONES AND SIMON WERNER

Karen Shepherd - Democratic Services Manager - Issued: 3 April 2017

Members of the Press and Public are welcome to attend Part I of this meeting. The agenda is available on the Council's web site at www.rbwm.gov.uk or contact the Panel Administrator **Wendy Binmore** 01628 796251

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AGENDA

PART I

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1.	<u>APOLOGIES FOR ABSENCE</u> To receive any apologies for absence.	
2.	<u>DECLARATIONS OF INTEREST</u> To receive any declarations of interest.	5 - 6
3.	<u>MINUTES</u> To confirm the minutes of the previous meeting.	7 - 14
4.	<u>CAPITAL PROGRAMME 2017/18</u> To receive the above report.	15 - 16
5.	<u>PROPENSITY TO CYCLE TOOL</u> To receive the above presentation	17 - 30
6.	<u>CYCLING SAFETY REVIEW</u> To receive the above presentation.	31 - 54
7.	<u>ANY OTHER BUSINESS</u> a) Cyclist Fatality Winkfield Road – verbal update b) Cycle Parking – verbal update c) Bikeability Programme – verbal update d) Stafferton Way Crossing and Hibbert Road signs – verbal update	

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MEMBERS' GUIDE TO DECLARING INTERESTS IN MEETINGS

Disclosure at Meetings

If a Member has not disclosed an interest in their Register of Interests, they **must make** the declaration of interest at the beginning of the meeting, or as soon as they are aware that they have a DPI or Prejudicial Interest. If a Member has already disclosed the interest in their Register of Interests they are still required to disclose this in the meeting if it relates to the matter being discussed.

A member with a DPI or Prejudicial Interest **may make representations at the start of the item but must not take part in discussion or vote at a meeting.** The term 'discussion' means a discussion by the members of meeting. In order to avoid any accusations of taking part in the discussion or vote, Members should move to the public area or leave the room once they have made any representations. If the interest declared has not been entered on to a Members' Register of Interests, they must notify the Monitoring Officer in writing within the next 28 days following the meeting.

Disclosable Pecuniary Interests (DPIs) (relating to the Member or their partner) include:

- Any employment, office, trade, profession or vocation carried on for profit or gain.
- Any payment or provision of any other financial benefit made in respect of any expenses occurred in carrying out member duties or election expenses.
- Any contract under which goods and services are to be provided/works to be executed which has not been fully discharged.
- Any beneficial interest in land within the area of the relevant authority.
- Any licence to occupy land in the area of the relevant authority for a month or longer.
- Any tenancy where the landlord is the relevant authority, and the tenant is a body in which the relevant person has a beneficial interest.
- Any beneficial interest in securities of a body where:
 - a) that body has a piece of business or land in the area of the relevant authority, and
 - b) either (i) the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body **or** (ii) the total nominal value of the shares of any one class belonging to the relevant person exceeds one hundredth of the total issued share capital of that class.

Any Member who is unsure if their interest falls within any of the above legal definitions should seek advice from the Monitoring Officer in advance of the meeting.

A Member with a DPI should state in the meeting: ***'I declare a Disclosable Pecuniary Interest in item x because xxx. As soon as we come to that item, I will leave the room/ move to the public area for the entire duration of the discussion and not take part in the vote.'***

Or, if making representations on the item: 'I declare a Disclosable Pecuniary Interest in item x because xxx. As soon as we come to that item, I will make representations, then I will leave the room/ move to the public area for the entire duration of the discussion and not take part in the vote.'

Prejudicial Interests

Any interest which a reasonable, fair minded and informed member of the public would reasonably believe is so significant that it harms or impairs the Member's ability to judge the public interest in the item, i.e. a Member's decision making is influenced by their interest so that they are not able to impartially consider relevant issues.

A Member with a Prejudicial interest should state in the meeting: ***'I declare a Prejudicial Interest in item x because xxx. As soon as we come to that item, I will leave the room/ move to the public area for the entire duration of the discussion and not take part in the vote.'***

Or, if making representations in the item: 'I declare a Prejudicial Interest in item x because xxx. As soon as we come to that item, I will make representations, then I will leave the room/ move to the public area for the entire duration of the discussion and not take part in the vote.'

Personal interests

Any other connection or association which a member of the public may reasonably think may influence a Member when making a decision on council matters.

Members with a Personal Interest should state at the meeting: ***'I wish to declare a Personal Interest in item x because xxx'. As this is a Personal Interest only, I will take part in the discussion and vote on the matter.***

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Agenda Item 3

CYCLE FORUM

TUESDAY, 24 JANUARY 2017

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

Also in attendance: Luke McCarthy, Maidenhead Cycle Hub.

Officers: Wendy Binmore and Gordon Oliver

APOLOGIES FOR ABSENCE

Apologies were received from Mr Harry Bodenhofer.

DECLARATIONS OF INTEREST

None received.

MINUTES

RESOLVED: That the part I minutes of the meeting held on 5 October 2017 be approved subject to the duplicated pages being removed.

Actions from previous minutes

- The figure the Borough spends on cycling per head of population is approximately £1.54.
- The Principal Transport Policy Officer confirmed that he had not been able to analyse data on cycling accidents in the Borough. The data on cycling accidents would be brought back to a future meeting.
- Officers had identified some potential trial sites for parallel cycling crossings in Windsor including those on St Leonards Road outside King Edward VII Hospital.

CYCLING STRATEGY

The Principal Transport Policy Officer stated he had made changes to the Strategy that were requested at the previous meeting. He added he had received 88 responses to the online survey prior to the deadline with a further nine responses via email and letter. Two thirds of the respondents were from the Borough and responses were received from all age groups. One per cent of the respondents listed themselves as having a disability or health issue that prevented them from cycling. Most of the people that responded to the survey were regular cyclists .

Most residents agreed with the vision, aims and objectives of the Cycling Strategy. There was strong support for new dedicated cycle routes, improving traffic conditions for cyclists, and providing more cycling parking in town centres and at train stations.

The Principal Transport Policy Officer confirmed he had been working on proposals to provide 300 cycle parking spaces at Maidenhead train station. He stated the parking would be under cover with two tier racking. He hoped there would also be CCTV coverage. The Chairman confirmed there was a paper going to Cabinet regarding the changes to the Borough's CCTV network but he was hopeful that Maidenhead train station would still have CCTV in place.

The Principal Transport Policy Officer stated that residents wanted safer routes to schools, but there was less support for 20mph speed limits outside schools and extra-curricular activities around cycling. He added that residents also showed support for businesses to adopt workplace travel plans that included cycling with facilities for changing and securing cycles when parked.

When asked about cycling for health and well-being, people felt there were enough cycle ride leaders, but showed enthusiasm for cycle scheme referrals from GPs. The Principal Transport Policy Officer confirmed that the Cycle Hub in Maidenhead had a number of trained ride leaders. In terms of practical support and training, providing adult cycle training was given the highest priority.

Respondents felt that funding could be sought through corporate sponsorship and that the objectives could be a little more challenging, so the strategy had been amended to reflect these views.

The Principal Transport Policy Officer received responses from other groups and Bucks County Council which were covered in the main report.

- ❖ **Action:** The Principal Transport Policy Officer to regularly review the number of trained ride leaders to ensure that numbers don't fall off over time.

The Chairman went through all the amendments made to the Cycling Strategy and the following main points were highlighted:

- The vision statement was amended to show that it was a future state of the vision and not the current state.
- The SMART target to increase cycling trips between 2015 and 2020 was increased from 15% to 20%.
- The target for reducing cyclist casualties between 2015 and 2020 was changed from a 10% to 20% reduction.
- The following was added to the Cycle Routes section of the Strategy:
 - Ensure that provision for cyclists is incorporated in the Borough Local Plan and associated documents such as the Infrastructure Delivery Plan.
 - Work in partnership to develop multi-user routes and create links to fill gaps in the network.
- Amendment to the bullet point under Cycle Routes that states Introduce 20mph speed limits around schools and in other areas where there may be significant numbers of cyclists and/or pedestrians.
- The Principal Transport Policy Officer to clarify what was meant by multi-user routes.
- Under Wayfinding, the second to last bullet point was amended to read 'Review and update the Borough's cycle route map to ensure that it remains current and includes information that is useful and relevant to cyclists. Demand will be reviewed regularly to see whether further reprints are needed.'
- Under Cycle Parking, a bullet point was added which reads: 'Consider introducing on-street, secure bike hangers in residential streets where there is significant demand, subject to local consultation'.
- The Principal Transport Policy Officer will add a photo of an example of a bike hanger for reference.
- Under the Health and Wellbeing section of the strategy, the first bullet point under 6.27 was amended to read: 'Support local volunteer ride leaders to deliver a programme of led bike rides'.
- Under the Recreation and Sports Cycling section, the second bullet point under 6.32 was added and reads: 'Provide and enhance links to existing recreational cycle routes, such as the National Cycle Network, the Jubilee River and Windsor Great Park'.
- The Principal Transport Policy Officer confirmed that Anthony Hurst, Principal Officer for Rights of Way was working with the Thames Path Strategy Group to add cycling to their agenda.

- Under the section Practical Support and Training, the final bullet point was amended to add Parkwood Leisure as a partner to work with.
 - Marketing and communications – the fifth bullet point down under 6.38 was amended to read: ‘Deliver road safety campaigns, supporting the national ‘THINK!’ campaigns, supplemented by local campaigns to encourage safe and responsible behaviours by cyclists and other road users’.
 - Funding: under 7.3, a bullet point was added: ‘Corporate sponsorship’.
 - Cllr Yong suggested adding Heathrow Airport to the list of potential funding sources.
 - Add the A308 as a road used by cyclists on page 43 under the heading Existing Cycling Activity. However, the A308 does not pass through the Ascot / Sunninghill / Sunningdale area.
 - Under Key issues on page 44 of the agenda, the third bullet point down was amended to include: i.e. through routes for cyclists but not motor vehicles.
 - The Action Plan table on page 45 of the agenda was amended as follows:
 - Remove the original item 10 that read ‘Liaise with Ascot Racecourse regarding a possible cycle route across the racecourse between Kennel Avenue and the golf course’.
 - The Principal Transport Policy Officer agreed to send the Strava link for usage on Imperial Road and Winkfield Road to Susy Shearer
- ❖ **Action:** progress towards all targets to be reviewed annually at the Cycle Forum.
 - ❖ **Action:** The Principal Transport Policy Officer to clarify what was meant by multi-user routes and if that included off road routes.
 - ❖ **Action:** The Principal Transport Officer to add a photo to the Cycling Strategy of an example of a bike hanger for reference.
 - ❖ **Action:** Cllr Yong to send the Chairman and the Principal Transport Policy Officer information on air pollution tables and where the Royal Borough is placed on those tables.
 - ❖ **Action:** The Principal Transport Policy Officer to send the Strava Link data for usage on Imperial Road and Winkfield Road to Susy Shearer.
- Under Local Destinations on page 58 of the agenda pack, a bullet point was added under the sub heading of shopping to include the Tesco Express on Horton Road.
 - Under key issues on page 59 of the agenda pack, the fourth bullet point down was amended to read: The cycle route alongside B470 Major’s Farm Road is partially obstructed by an earth embankment that has been installed to prevent illegal Gypsy encampments in the adjacent field. It is also unlit for much of its length.
 - On page 60 of the agenda in the table under the sub heading Action Plan, action point six was amended to read: Widen the cycle track behind the earth embankment alongside B470 Major’s Farm Road.
 - Action point 7 was added to the table on page 60 of the agenda pack to read: Investigate lighting options for the cycle route alongside Major’s Farm Road.
 - Under Key Issues on page 81 of the agenda, two bullet points were added that read:
 - There is a shortfall of cycle parking at Maidenhead Station.
 - There is a shortfall of cycle parking around the King Street access to the Nicholsons Centre.
 - The following bullet point on page 81 was amended to read: The Town suffers from having few through routes in a north-south and east-west direction, which makes it difficult to create filtered permeability for cyclists (i.e. through routes for cyclists but not motor vehicles).
 - The following bullet point was added to the end of the list on page 81 under Key Issues: The route from Cox Green to Maidenhead Station is poorly lit.

The Chairman stated there was a proposal to demolish the Nicholsons Centre car park and add more floors and to create a better access route from Nicholsons to the Landing so, there may be an opportunity to address cycle parking there and that could be flagged up to developers.

One of the actions for Maidenhead and Windsor is to undertake a more detailed audit of key routes to be identified and prioritised using the Department for Transport's Propensity to Cycle Tool by the end of 2017. The Chairman asked for a link to the tool to be circulated to all members of the Cycle Forum.

The Principal Transport Policy Officer informed Members that amendments had been made to the table on pages 82 and 83 of the agenda pack and also on pages 90 to 95. Susy Shearer commented that Dedworth did not begin at the roundabout at the end of Clarence Road but began at the junction of Parsonage Lane and Hatch Lane. She added there were safety issues there due to an increase in traffic and she wanted to highlight the issues to see if anything could be done. Susy Shearer also stated that Hatch Lane had been waiting for resurfacing for some 20 years.

Luke McCarthy asked about permitting cycling in subways around Maidenhead Town Centre. The Principal Transport Policy Officer confirmed that the subway at Sainsbury's in Maidenhead was one of the largest subways there was in the Borough and the Bad Godesberg Way subway could be reviewed as part of the redevelopment of the West Street Opportunity area and that he would include that in the Cycling Strategy.

Susy Shearer stated that there was no safe route at the Clarence Road roundabout for cyclists to use and that when the reconfiguration of the roundabout took place, it left cyclists without a safe way to get across. Addressing this should be a high priority. There was discussion about use of the subway by cyclists. It was noted that cyclists dismount signs are advisory only. Susy Shearer suggested a route via the south subway, the northern footway alongside Goslar Way and a link through Vansittart Recreation Ground.

- ❖ **Action:** The Principal Transport Officer to circulate a link to the online Propensity to Cycle Tool.
- ❖ **Action:** The Principal Transport Policy Officer to investigate the potential for cycling to be permitted in the Bad Godesberg subway
- ❖ **Action:** The Principal Transport Policy Officer to investigate a possible link through the southern subway of the Clarence Road roundabout and across Vansittart Recreation Ground.

The Chairman confirmed the Strategy would go before the Highways, Transport and Environment Overview and Scrutiny Panel for comment and then would be adopted as a strategy.

RESOLVED UNANIMOUSLY: That Members of the Cycle Forum:

- **Noted the consultation results**
- **Endorsed the proposed amendments to the draft Cycling Strategy.**

ASCOT TO WINDSOR CYCLE ROUTE

The Principal Transport Policy Officer stated that the need for a cycle route from Ascot to Windsor was underlined by the recent death of a cyclist on Winkfield Road. There were existing road links through the Great Park but they were fast, busy main roads and there was no lighting or dedicated provision for cyclists and during the winter months, it was not pleasant for cyclists during the darker mornings and evenings. The Principal Transport Policy Officer confirmed he did not know the details of the fatality other than a vehicle drove into the back of the cyclist early on a weekday morning.

The Principal Transport Policy Officer stated that when cars drove from Ascot to Windsor, they passed through Bracknell Forest Council so, his team had partnered up with them to look at solutions. Crown Estate permits cycling on a number of routes through Windsor Great Park, but at present it was a long route to get from Windsor to Ascot. The Great Park was subject to

special areas of conservation and the number of visitors to the Park had increased which made it increasingly difficult for Crown Estate to cater for the needs of cyclists, pedestrians and equestrians and there have been reports of collisions between cyclists and pedestrians.

The Crown Estate had said they would not increase the number of cycle routes in the park and there were issues with routes using highway verges as it was not possible to get the minimum width on parts of the routes. Routes would need to be lit but, it was not possible to do that either due to the route being in a special area of conservation; the lack of lighting would make it fail a safety audit. Also, what was thought to be highway land on Winkfield Road turned out to be Crown Estate land.

The Crown Estate recognised the challenges faced by cyclists and had agreed to open up routes through the Great Park at night time. The Principal Transport Policy Officer confirmed that it was unfortunate that he was unable to find a scheme for the Ascot to Windsor cycle route that worked.

Susy Shearer asked whether the land on the north side of Winkfield Road was Crown Estate. The Principal Transport Policy Officer said that he thought it was. .

Cllr Yong stated that it came back to the fact that Heathrow was expanding with an additional 40,000 people working there, there were significant air pollution issues and the Great Park would rather have drivers through the Park and not cyclists. She did not think the Crown Estate were realising the impact; plus there were over 700 homes proposed to be built up by Lapland UK. There had been a petition regarding cycling through the Park and the Crown Estate had gotten very upset by it and the petition had to be withdrawn. There had been over 1,000 signatures included on the petition. The Chairman added that the Crown Estate refused to acknowledge the petition and said it was inappropriate. The Principal Transport Policy Officer reminded Members that Windsor Great Park was private land and although there were ways of buying private land, the benefits versus the costs was not realistic given the low number of cyclists. The costs were estimated at £2m to get from Windsor to Ascot and would not have been feasible as it would have been very difficult to get the funding and the numbers did not stack up. Cllr Yong commented that if the Crown Estate could add a cycle lane parallel to the road, it would increase the numbers cycling phenomenally. Cllr Beer stated it would be extremely expensive but some things were worthwhile. The Chairman commented that he did not know what the Borough could do if the Deputy Ranger would not even accept a petition which was submitted by members of the public. He added the Borough would keep the option open but there was very little that could be done to change the Crown Estate's view on the matter.

RESOLVED UNANIMOUSLY: That Members of the Cycle Forum noted the contents of the report.

A.O.B

Maidenhead Cycle Hub

Luke McCarthy, Chair of Trustees at the Maidenhead Cycle Hub addressed Members and gave a brief summary of the activities which had taken place over the first year since opening the Maidenhead Cycle Hub. The main points of the summery included:

- Educational Support – At Furze Platt Senior School, the Hub's mechanic visited the school once a fortnight to work with a group of four students who were at risk of exclusion.
- Work Experience – the hub had developed a specialised timetable for a year 11 student who was at risk of exclusion. The hub were supporting the work experience by offering the young person a work placement which took place for two hours per fortnight.

- Bike Riding Lessons – Maidenhead Cycle Hub volunteers have attended a local school during PE lessons to support one student who was unable to ride a bike.
- Maidenhead Cycle Hub and One Housing had been working together to provide activities during the school holidays.
- In October, the Hub ran a Dr Bike session with a difference as part of their activities calendar. They attended their local One Housing Centre and worked with the children on their bikes to check them over and make sure that the bikes they were riding were safe. The Hub also taught the children basic bike maintenance.
- The Hub have worked with Beavers, Cubs, Scouts and Guides to deliver cycle maintenance and safety sessions. The activities including showing the children how to repair a puncture.
- Organised Rides – in 2016, Maidenhead Cycle Hub ran a total of 17 rides around the Borough with over 100 people taking part.
- Regular rides were aimed at families and adults and were held on the first and third Saturday of the month from July until October 2016.
- Second Hand Bikes – in 2016, the Maidenhead Cycle Hub refurbished just over 200 bikes with the majority of those already sold at cost-effective prices to local residents to lower the costs of people to own a bike.
- The Maidenhead Cycle hub also worked with corporate partners such as Lexis Nexis, Adobe, GSK and Abbvie.
- The hub's plans for 2017 included:
 - Continuing to offer Dr Bike sessions
 - 15 organised rides with community groups
 - 20 sessions of work experience
 - 20 sessions of curriculum support.
- The Hub will also continue to refurbish and sell bikes, will take part in offering opportunities through the Duke of Edinburgh Award and will continue the organised rides from July to October 2017.

The Maidenhead Cycle Hub received a total income of £34,248 for 2016 and their total expenditure for the same year was £31,059. The Council provided start-up finding and funding for the organised ride.

The Chairman stated he was very pleased with the activities of the Cycle Hub as the Council had support the initial set up of the organisation. Susy Shearer said that it would be good to have something similar set up in Windsor. Luke McCarthy confirmed that the average cost of buying a refurbished bike was £70 for an adult bike and £40 for a child's bike. The Chairman suggested an update on the success and activities of the Cycle Hub should be published in the Around the Royal Borough publication.

- ❖ **Action:** the Communications and Marketing Team to contact Luke McCarthy and organise an update on the Cycle Hub's activities and success in an upcoming issue of Around the Royal Borough.

A308 Braywick Road / Stafferton Way

The Principal Transport Policy Officer explained that funding had been made available to improve conditions for cyclist crossing Stafferton Way at the Braywick Road roundabout. Plans for two options were circulated - a straight and a staggered option. Both options would move the crossing point further away from the roundabout, which would increase the detour for cyclists, but would significantly improve visibility and safety. Both options involved narrowing the carriageway to reduce the crossing distance. The Principal Transport Officer invited views from the Cycle Forum.

Those present thought that Option B (the staggered crossing) was best, but asked whether the crossings could be raised. Cllr Beer suggested going to site to have a look at the layout of the road and email comments to the Principal Transport Policy Officer.

- ❖ **Action** - The Principal Transport Policy Officer to investigate if raised tables can be incorporated into the design and circulate the preferred option to the wider membership for comment.

Hibbert Road

The Chairman stated that Ian Taplin had requested a sign warning drivers to look out for cyclists due to a concealed junction with the Green Way. There was a general consensus that ward members did not want any more signs put up. The Principal Transport Policy Officer confirmed that the proposal was for a triangle warning sign on both approaches. Members commented that anything which made drivers aware of cyclists sharing the road at this location was a good thing. There was a general consensus that there was a need for warning signs at this location..

RESOLVED UNANIMOUSLY That: signs be erected on Hibbert Road warning drivers of cyclists at both approaches to the junction with the Green Way.

Maidenhead Waterways

The Principal Transport Policy Officer explained that the intention is to allow cycling where there was sufficient width, but there were no plans to change access rights. The Borough was in the process of inviting developers to enter into joint ventures for redevelopment of the Opportunity Sites, including the St Clouds Way site, which could include improvements to pedestrian and cycle routes. The Chairman said there were a number of bidders in Maidenhead who were giving presentations to officers and some Members which would be assessed. The Chairman attended monthly meetings with the Waterways project and he would raise the profile of cycle routes at the meeting. He wanted to encourage people to use the towpath for cycling.

- ❖ **Action** - The Chairman to raise the issue of cycling on towpath at the Waterways meeting.

Engaging non-cyclists

This item was deferred to the next meeting

Motor vehicles passing cyclists too close

The Chairman said he was at a meeting in November 2016 and the Chief Constable was also there. The Chairman told him about the discussions which took place at the previous Cycle Forum regarding motorists passing cyclists too closely and that the passing distance should be 1.5m; the Chairman requested the Chief Constable to look into implementing something similar to the police force in the West Midlands. Thames Valley Police then contacted the Borough saying they would be introducing something similar in the area as it was on their agenda too. The Principal Transport Policy Officer stated the scheme started in the West Midlands and had been very successful. West Midlands Police had also trained other police forces around the country including Thames Valley Police. The Chairman stated that Thames Valley Police did recognise that there was a problem and that good solutions did come out of meetings such as the Cycle Forum; things did get done.

Susy Shearer stated the next draft of the Borough Local Plan was due to be published and she wanted a higher profile for cycling in it. The Chairman confirmed that the next draft would include an Infrastructure Delivery Plan and would take into account new roads as part of any new development. He added that it would look at possible routes which could be implemented and there was someone working on it as it would form part of the key evidence. The Chairman also added that he would make the point to the Head of Planning to make sure developments make space for cyclists on new roads.

The meeting, which began at 6.30 pm, finished at 9.00 pm

CHAIRMAN.....

DATE.....

ITEM: CYCLING CAPITAL PROGRAMME 2017/18

Report Author: Gordon Oliver **Position:** Principal Transport Policy Officer
Telephone: 01628 796097 **Email:** gordon.oliver@rbwm.gov.uk

1. Purpose of the Report

1.1 This report provides an update for the Cycle Forum on schemes to be put forward for inclusion in the proposed 2017/18 capital programme.

2. Supporting Information

Background

2.1 At its [meeting on 21st February](#), Council agreed the budgets for the Capital Programme for 2017/18 and provisional Capital Programmes for the following two years.

2.2 For 2017/18, £75,000 has been made available for cycling, of which £50,000 is to be funded from developer contributions. When added to slippage from the previous year, the total available is £122,200.

2.3 Additionally, £30,000 has been made available for School Cycle Parking, of which £10,000 is to be funded from developer contributions.

2.4 The schemes to be funded from these budgets must be approved by Cabinet. In developing the programme, we have referred to the Draft Cycling Strategy and council manifesto, as well as responding to emerging issues.

2.5 Cycling Capital Programme

'Maidenhead Missing Links' Business Case **£25,000**

- Preparing the business case that is necessary to secure £3.048 million of Growth Deal funding that has provisionally been allocated to the scheme. It includes walking, cycling and public realm improvements, connecting regeneration areas in Maidenhead town centre and linking to the station and residential areas.

Cherwell Close Bridge, Maidenhead **£30,000**

- Feasibility and design work for replacement of the existing footbridge over Strand Water with a new pedestrian / cycle bridge.

A329 High Street, Ascot **£18,500**

- The toucan crossing is the final element of the cycle route from Heatherwood Roundabout across the front of the racecourse. The crossing will allow cyclists travelling westbound to join the shared path on the north side.

Thames Path, Eton Wick **£15,000**

- Repairing Thames Path at Eton Wick, which has degraded since it was last improved in 2012. It has potholes and puddles affecting the full width of the path.

Bradenham Lane, Bisham **£10,000**

- Providing a contribution to the proposed Highways England scheme for a new cycle / pedestrian / equestrian link between Hurley Lane and Bradenham Lane, addressing the severance issue caused by the A404(M).

Brocas Street, Eton **£5,000**

- Removing cycle parking from Windsor Bridge and providing new cycle parking on a build-out. This scheme is subject to consultation on parking restrictions and relocation of the taxi rank.

Osgood Park, Windsor **£2,500**

- Providing cycle parking in our parks is a manifesto commitment – this park has been included as a priority, since it has a play park and Multi-Use Games Area.

Victoria Park, Windsor **£2,500**

- Providing cycle parking in our parks is a manifesto commitment – this park has been included as a priority, since it has a Multi-Use Games Area.

Thames Street, Windsor **£1,000**

- Providing additional cycle parking to serve Windsor town centre.

Lower Road, Cookham Rise **£1,000**

- Providing cycle parking to serve the local shops in the village centre.

2.6 An allowance of £11,500 has been made for fees.

2.7 **School Cycle Parking****Churchmead School, Datchet** **£15,000**

- Replacement / expansion of existing dilapidated cycle parking facilities

Wessex Primary School, Cox Green **£5,000**

- New cycle / scooter parking

St Edward's First School, Windsor **£5,000**

- Expansion of existing cycle / scooter parking

2.8 An allowance of £5,000 has been made for fees.

2.9 It should be noted that these are all local authority schools rather than academies.

3. Recommendation

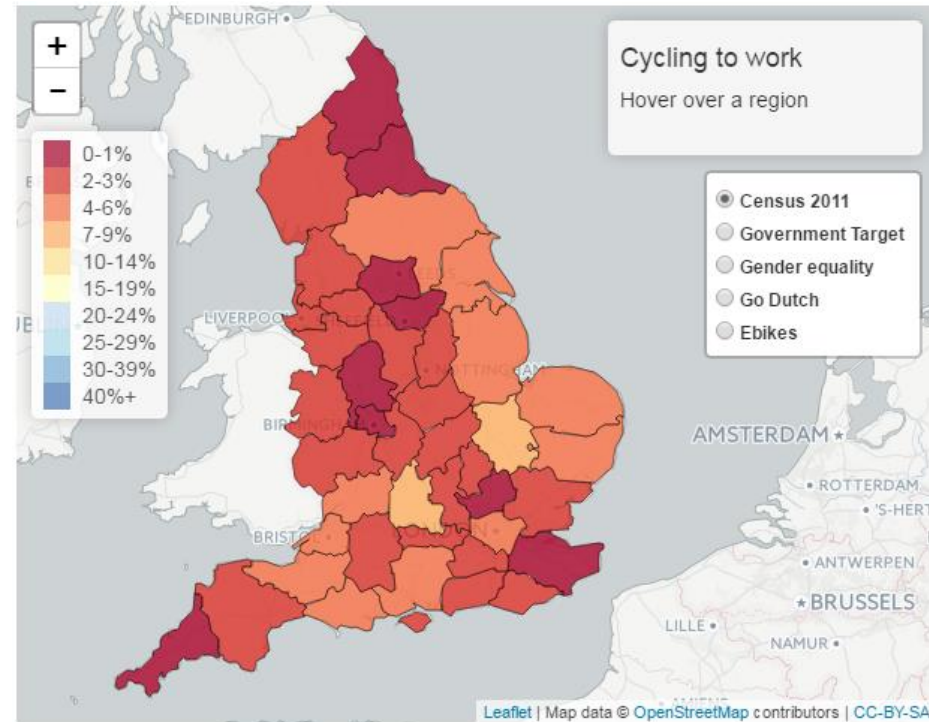
3.1 It is recommended that members of the Cycle Forum note and agree the cycling schemes to be taken to Cabinet for approval.

Propensity to Cycle Tool

(April 2017)

What is the PCT?

- Online tool designed to help predict which areas have the greatest potential for increasing cycling.
- Shows where the greatest health and environmental benefits could be delivered by people choosing to cycle to work rather than driving.
- Shows what could happen if we were to build Dutch standard infrastructure.
- Free to use, with open access www.pct.bike.



Who has developed it?

- Funded by the Department for transport.
- Developed by a consortium of academic partners led by CEDAR at the University of Cambridge.
- Refined with input from a range of transport professionals and stakeholders from across England.



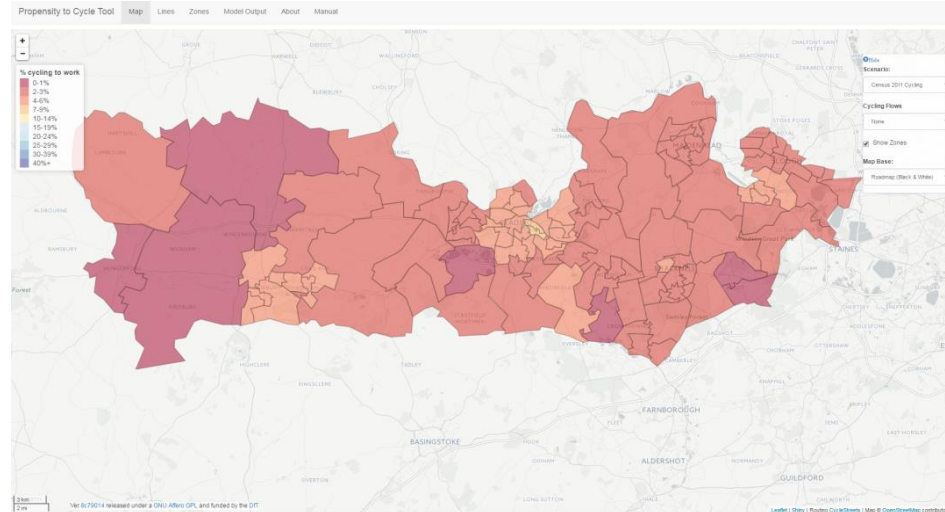
Why is it needed?

- Conventional transport planning tools consider motor traffic and public transport.
- There are few professional tools available to inform the planning and development of cycling infrastructure.
- Helps transport planners to spend money most effectively and to make the business case for cycling.
- Helps government to prioritise where to direct funding for cycling.



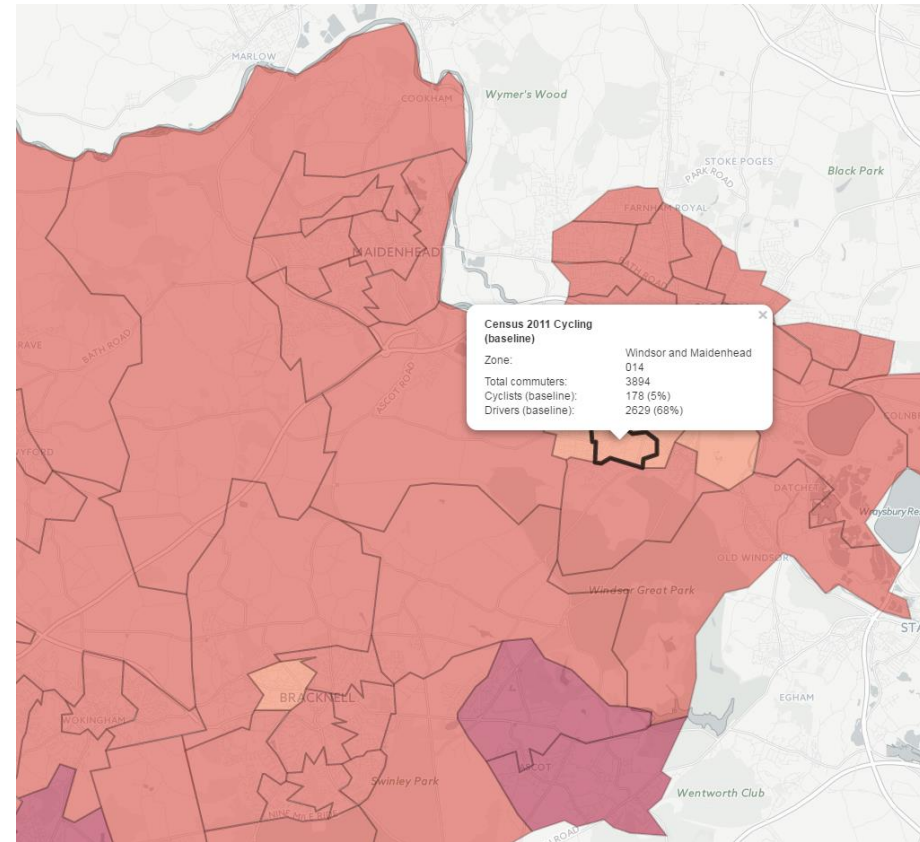
Where does the PCT cover?

- Covers the whole of England.
- Data can be analysed at county level.
- Counties are further divided into Middle Super Output Areas (MSOA).
- 21
- MSOAs are determined by the number of residents, so rural areas are much larger than urban areas.



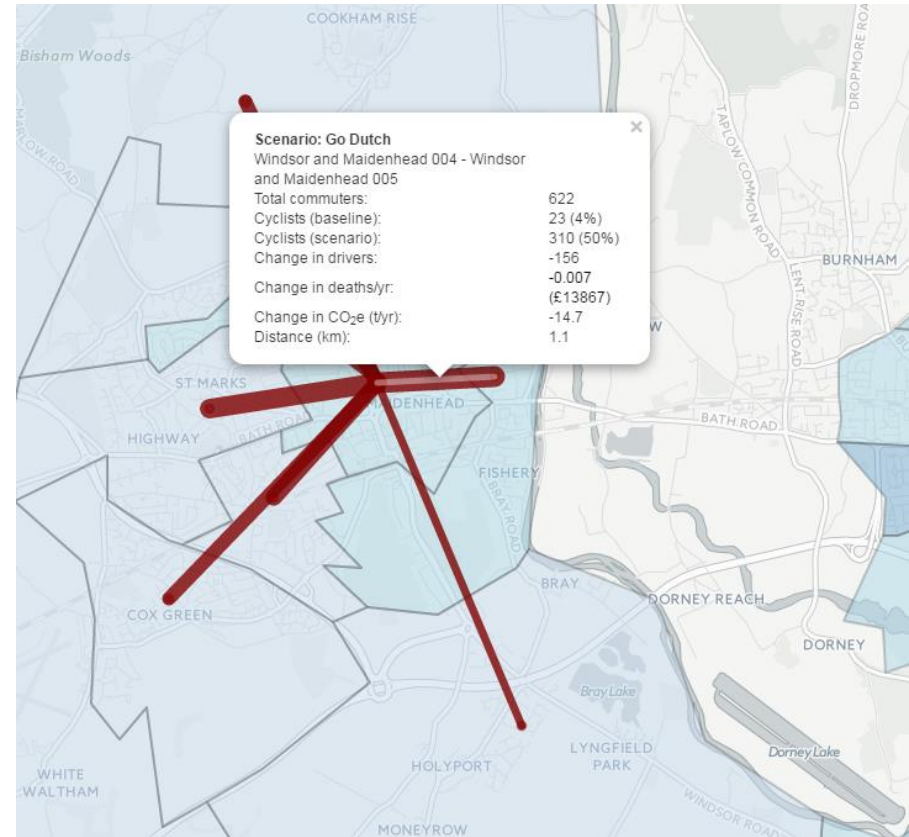
How does it work?

- Uses 2011 Census data to look at:
 - where people live
 - which people cycle to work now
- Looks at factors such as trip distance and hilliness to work out which trips could most readily be cycled.
22
- Considers four scenarios:
 - Government target
 - Gender equality
 - Go Dutch
 - E-bikes



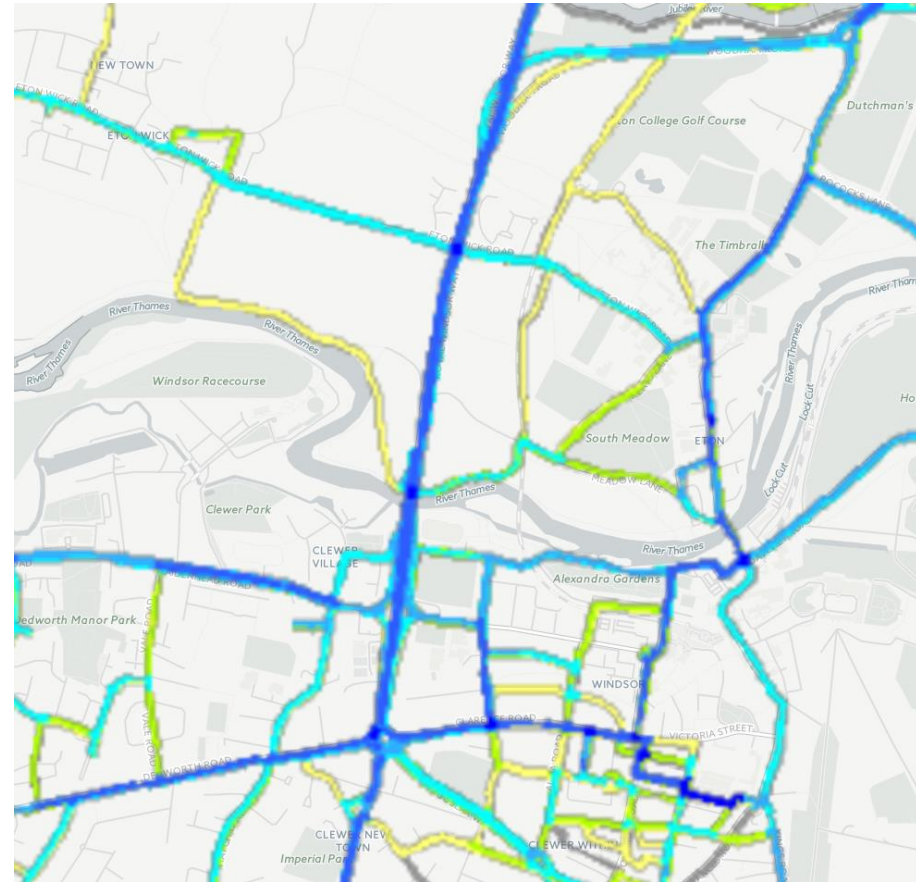
How does it work?

- It shows the cycling potential between areas with outputs shown as straight lines.
- It can also show the cycling potential along specific routes, mapping cycling potential onto the existing network, using CycleStreets journey planner.
- It shows the change in cycling and driver numbers, health benefits in terms of reduced deaths per year and reductions in carbon emissions.



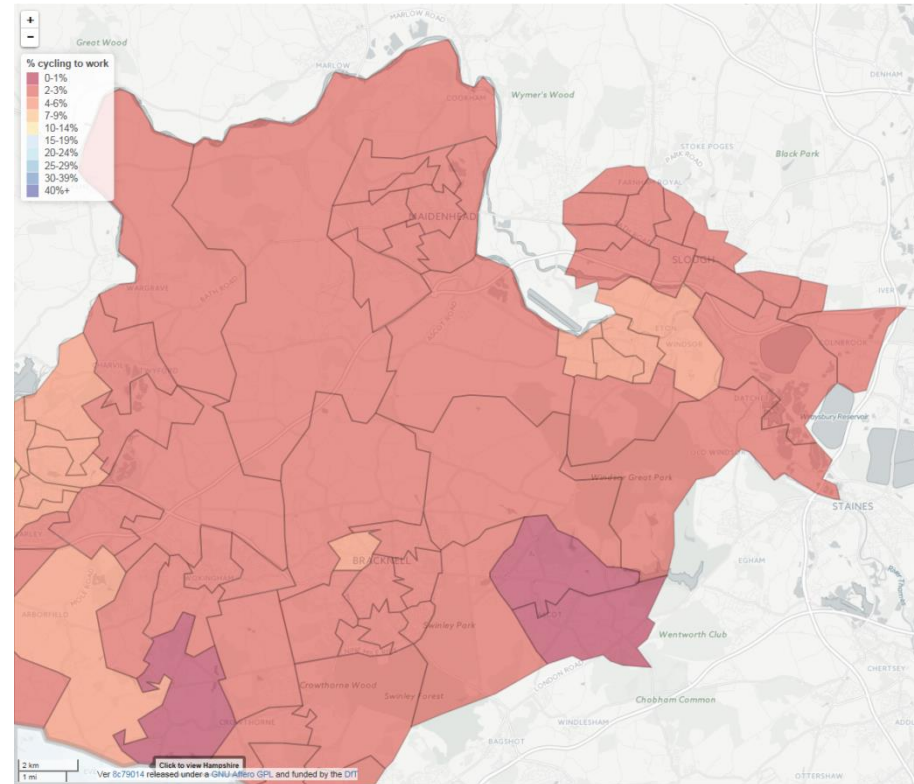
What are the limitations?

- Only considers commuting journeys that are 100% made by bike.
- Does not handle cross-boundary trips.
- Medium Super Output Areas are quite large and centroids may differ from actual destination points.
- Route mapping for 'fast' option uses the fastest legally cycleable route and may therefore include roads that we would not encourage cyclists to use.



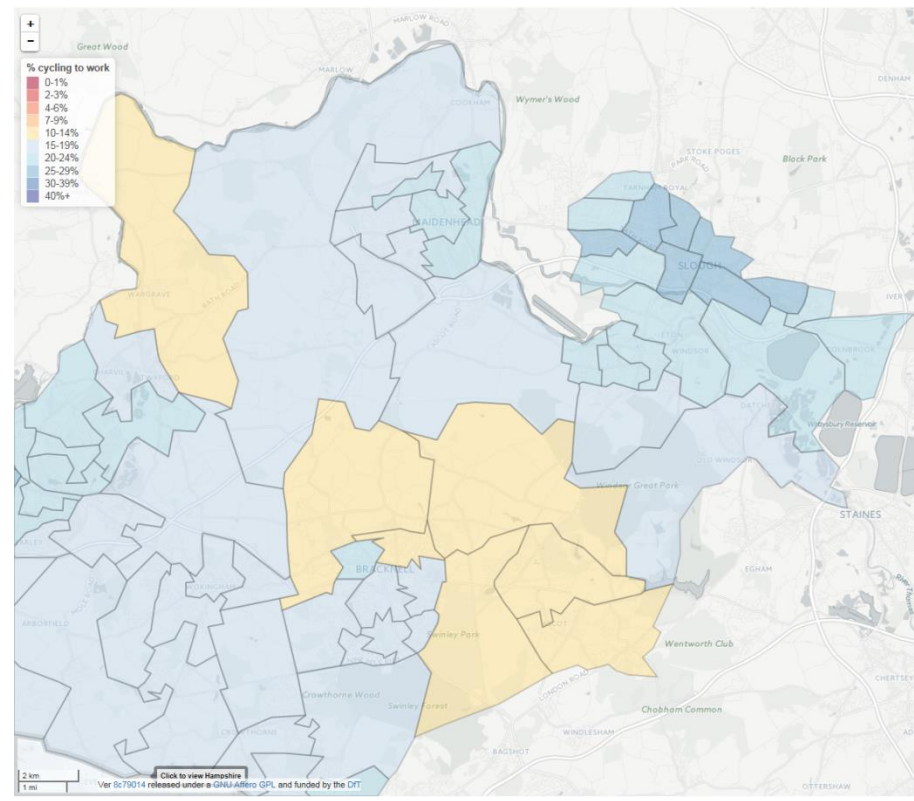
RBWM Outputs – 2011 Census

- Highest levels of cycle commuting in Windsor, Eton & Eton Wick (5% of trips).
- Lowest levels of cycle commuting in Ascot, Sunninghill & Sunningdale (1% of trips).
- In rural areas, cycling typically accounts for 2% of commuting trips.



RBWM Outputs – Go Dutch

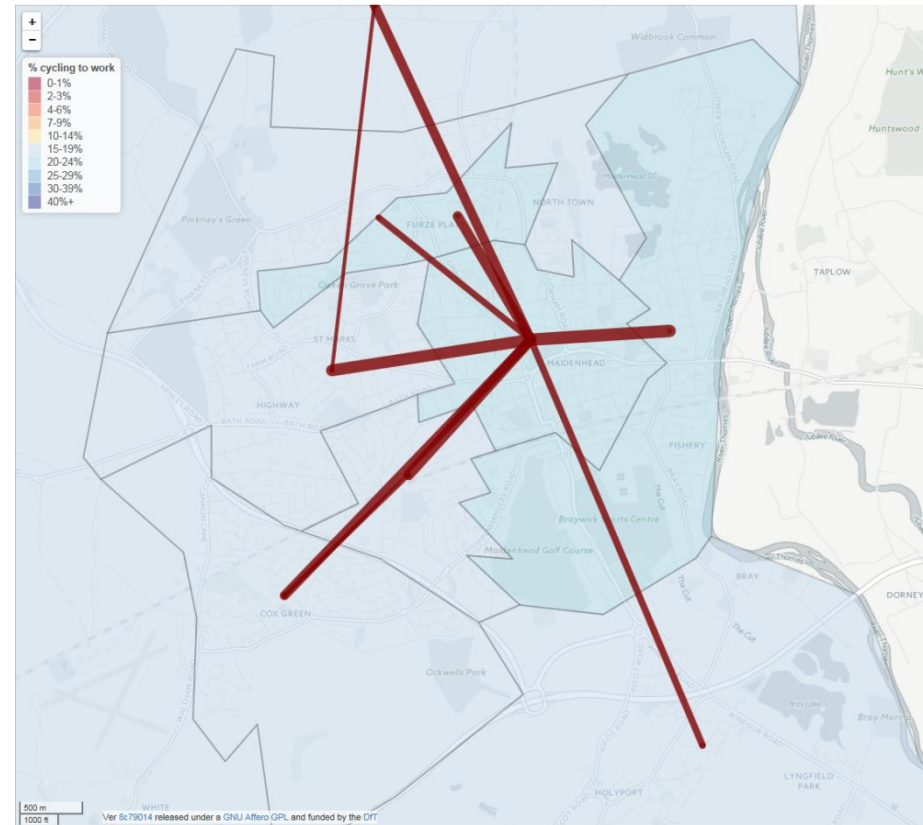
- Highest levels of cycle commuting would be in Windsor, Eton, Eton Wick & parts of Maidenhead (20-24% of trips).
- Lowest levels of cycle commuting would be in Ascot, Sunninghill & Sunningdale (11-12% of trips).
- In rural areas, cycling would increase to 15-19% of commuting trips.



Trips with greatest potential

- **Maidenhead:**

- Riverside to town centre
- St Marks to town centre
- Boyn Hill to town centre
- Furze Platt East to town centre
- Cox Green to town centre



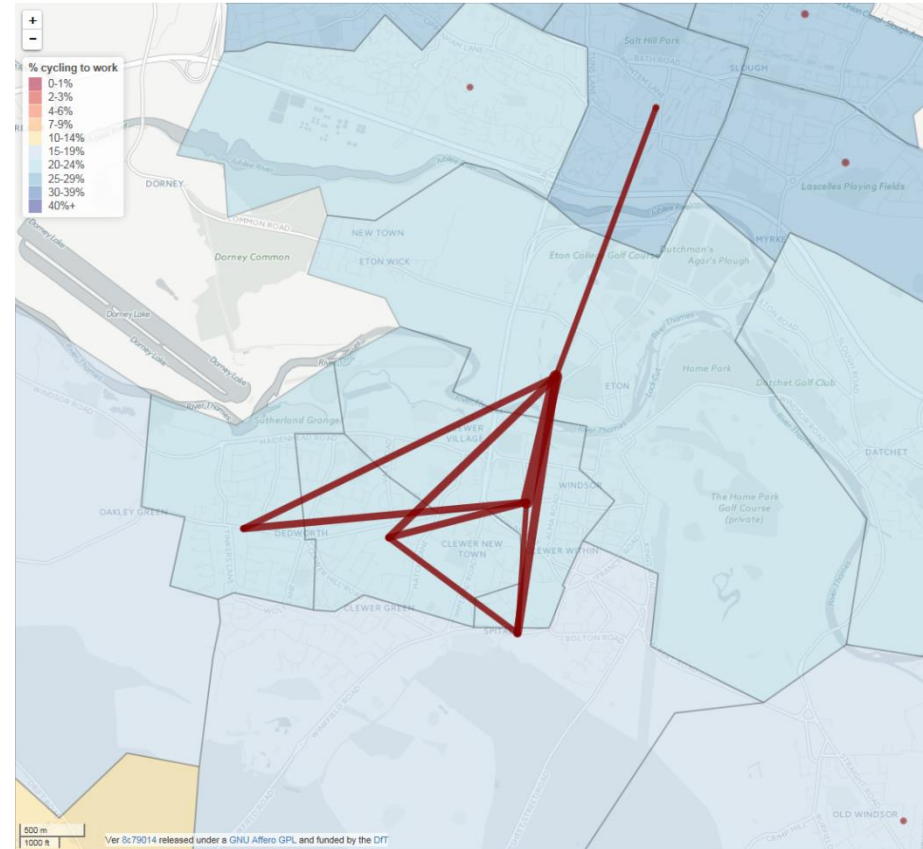
27



Trips with greatest potential

- **Windsor:**

- Clewer Village & Clewer Within to Windsor Town Centre & Eton
- Spital & Clewer Green to Windsor Town Centre & Eton
- Clewer New Town & Dedworth East to Windsor Town Centre & Eton
- Dedworth West to Clewer Village & Clewer Within
- Clewer New Town and Dedworth East to Clewer Village & Clewer Within



Conclusions

- PCT is useful to show where growth in cycling trips is likely to come from, and where investment is likely to have the greatest benefit.
 - However, the size / shape of the MSOAs make it difficult to pick out key routes.
 - Maidenhead and Windsor have the most potential for increased cycling trips.
 - ²⁹ ‘Maidenhead Missing Links’ will improve links to the town centre from the east and north, which is where some of the greatest potential exists.
 - Improving access to Maidenhead town centre from the west should also be a priority.
 - In Windsor, the greatest potential would come from improving the Dedworth Road / Clarence Road corridor.
 - Improving the A308 / Parsonage Lane / Mill Lane roundabout could also have significant potential for improving cycling trips.
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Cycling Safety Review

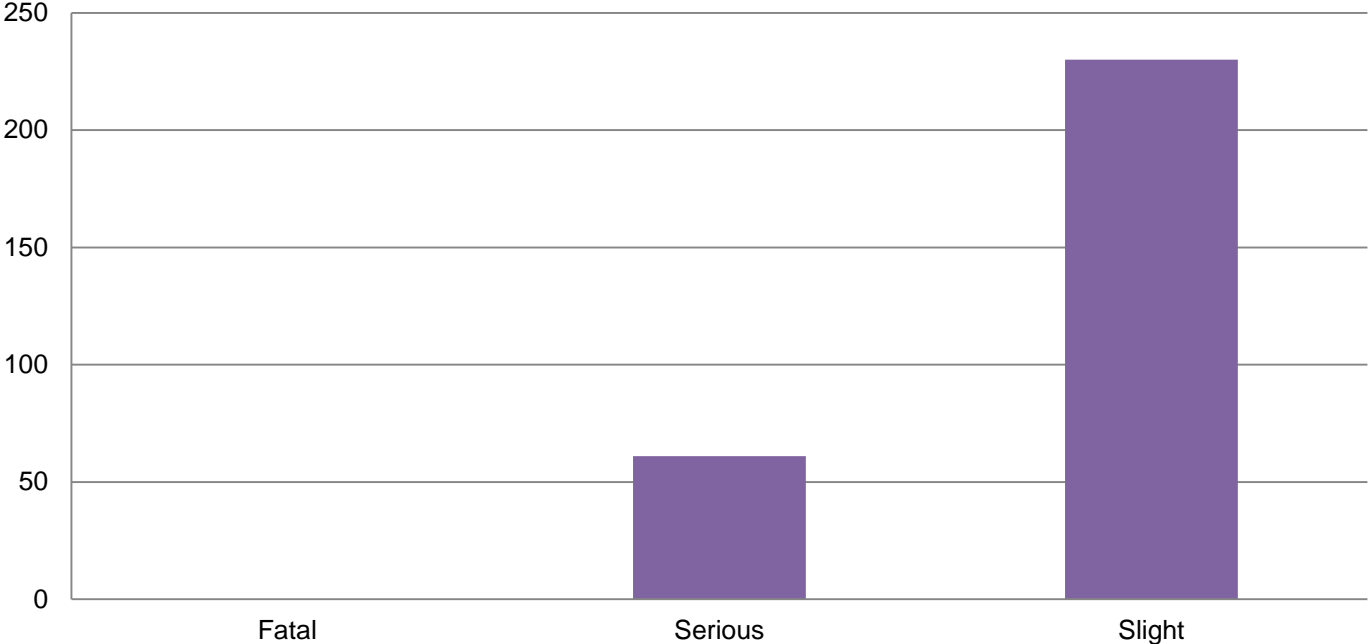
(April 2017)

Background

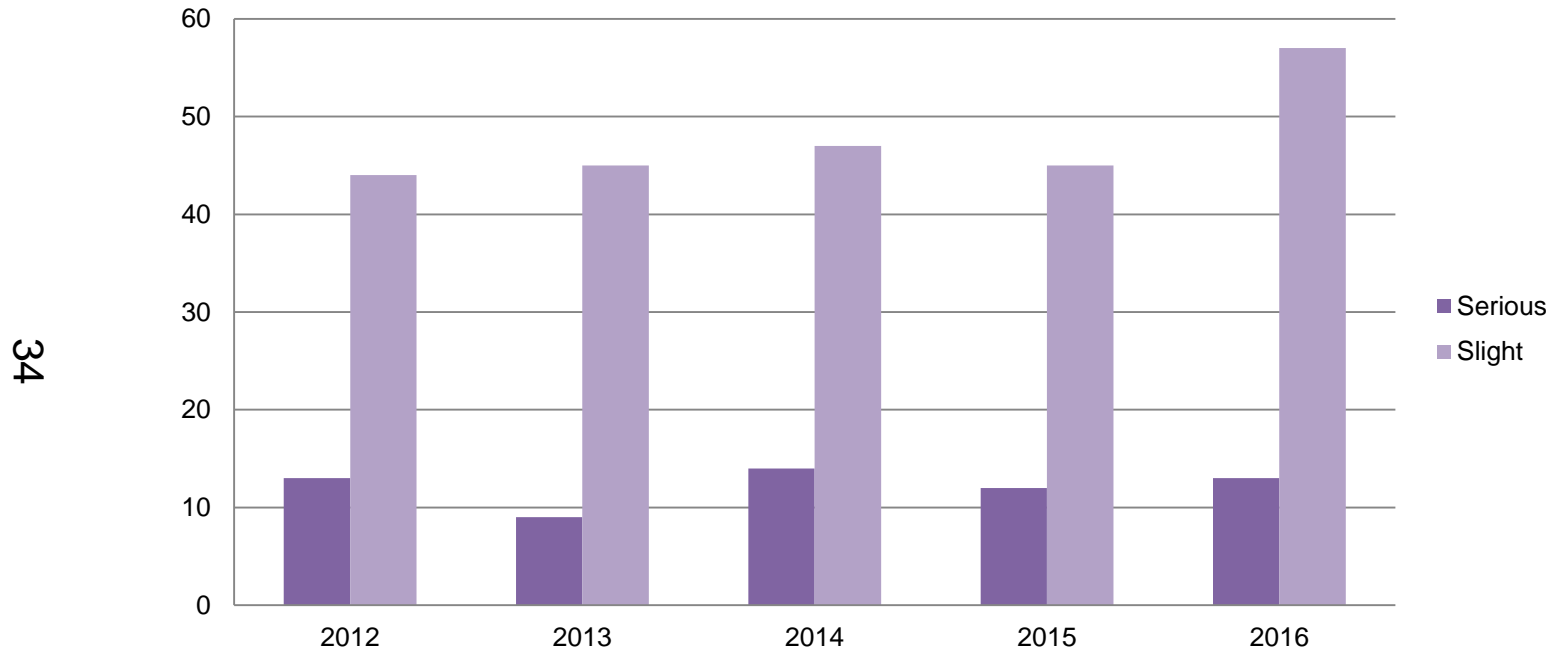
- Analysis of STATS19 database:
 - Only includes incidents where police were in attendance, or where the crash was subsequently reported to the police
 - Significantly under-reports cyclist casualties – 2011 study showed that hospital episodes are 3x higher than STATS19 statistics
 - 32 - A small number of incidents do not involve a collision (e.g. one party reports near miss / road rage incident after the event).
- Analysis period = 2012 to 2016 (5 years)
- Total number of crashes = 291
- Total number of casualties = 299

Casualties by severity

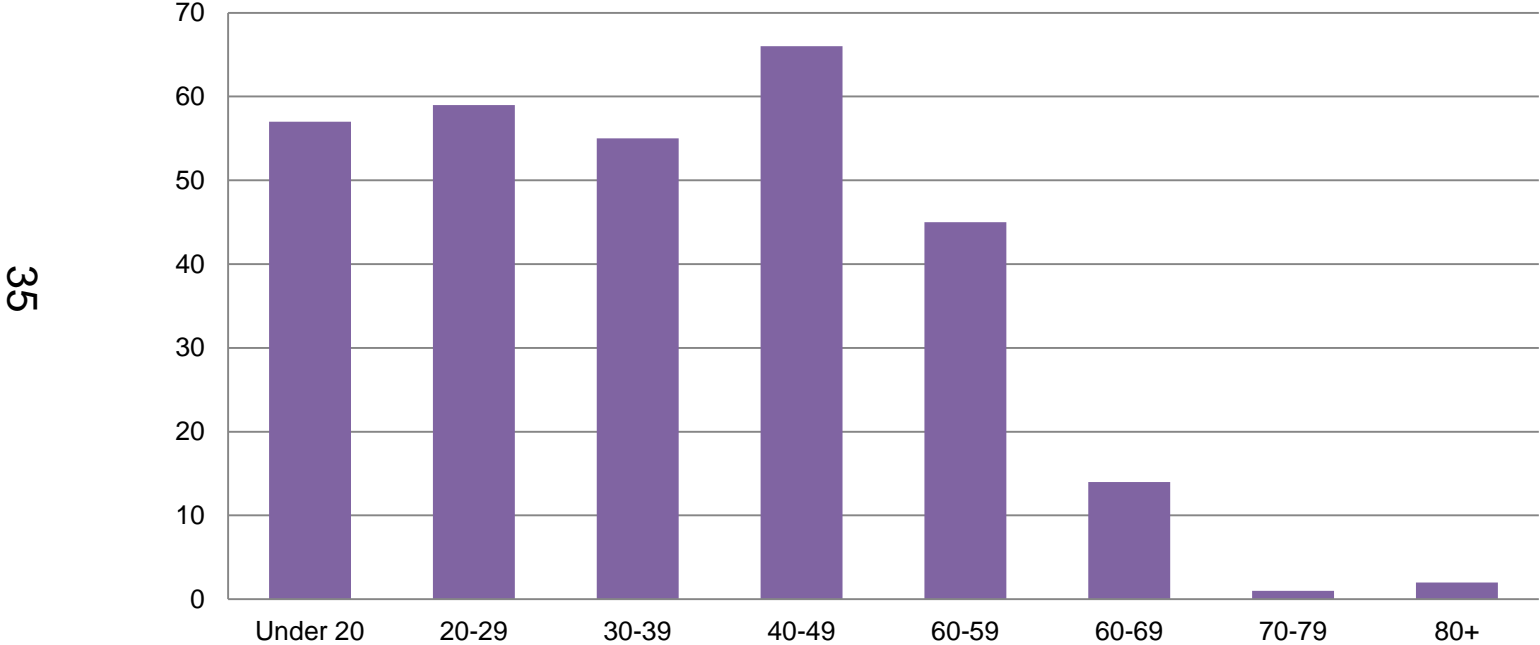
33



Casualties trend over time

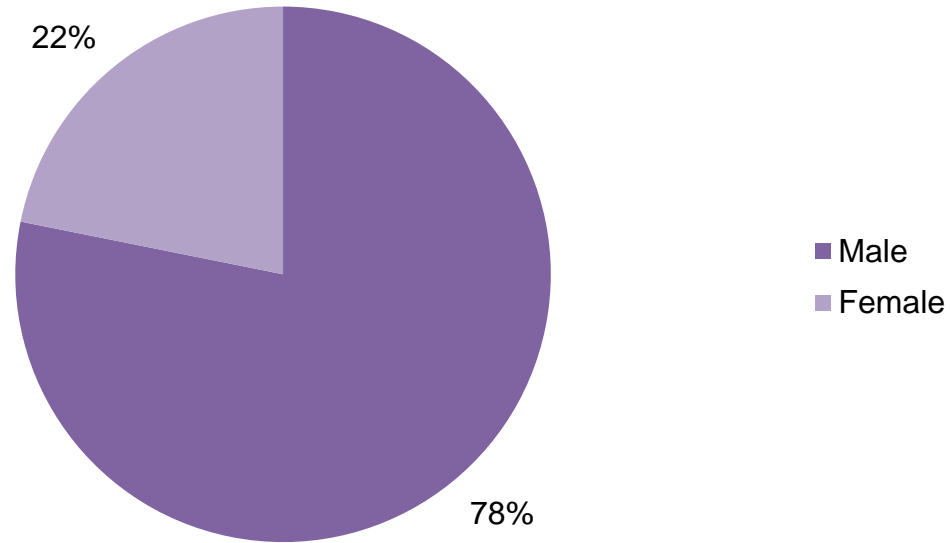


Casualties by age



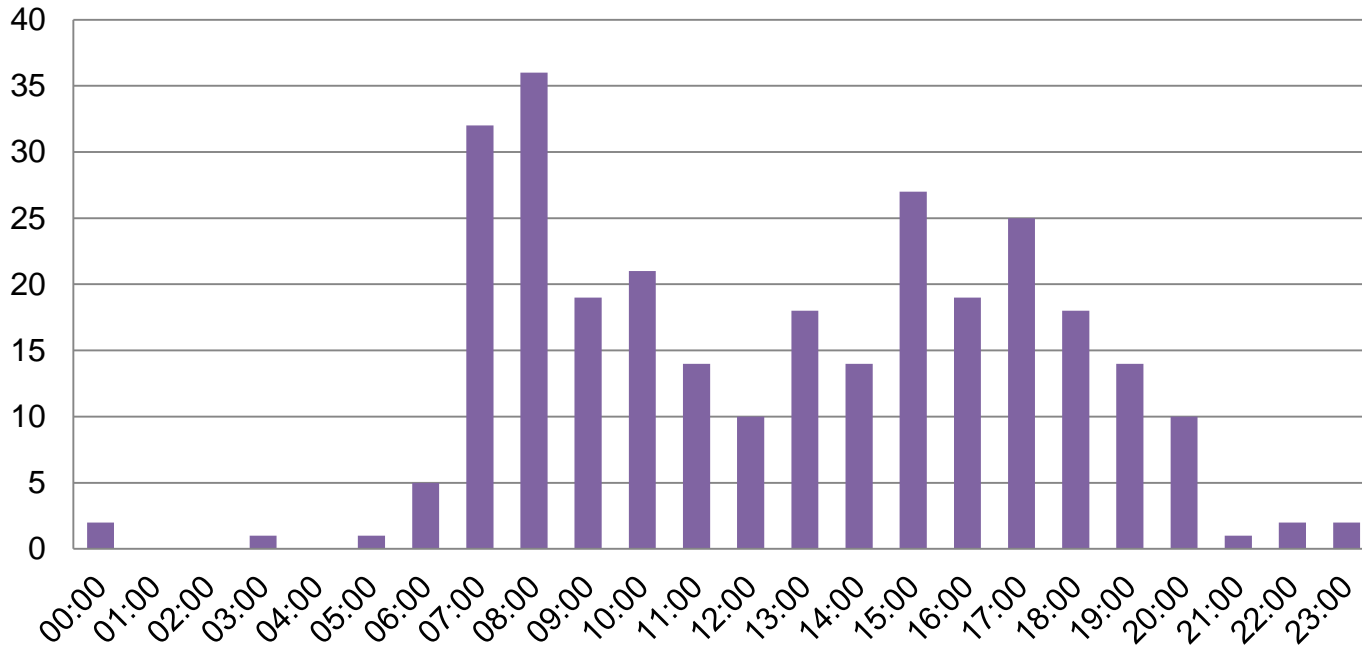
Casualties by gender

36



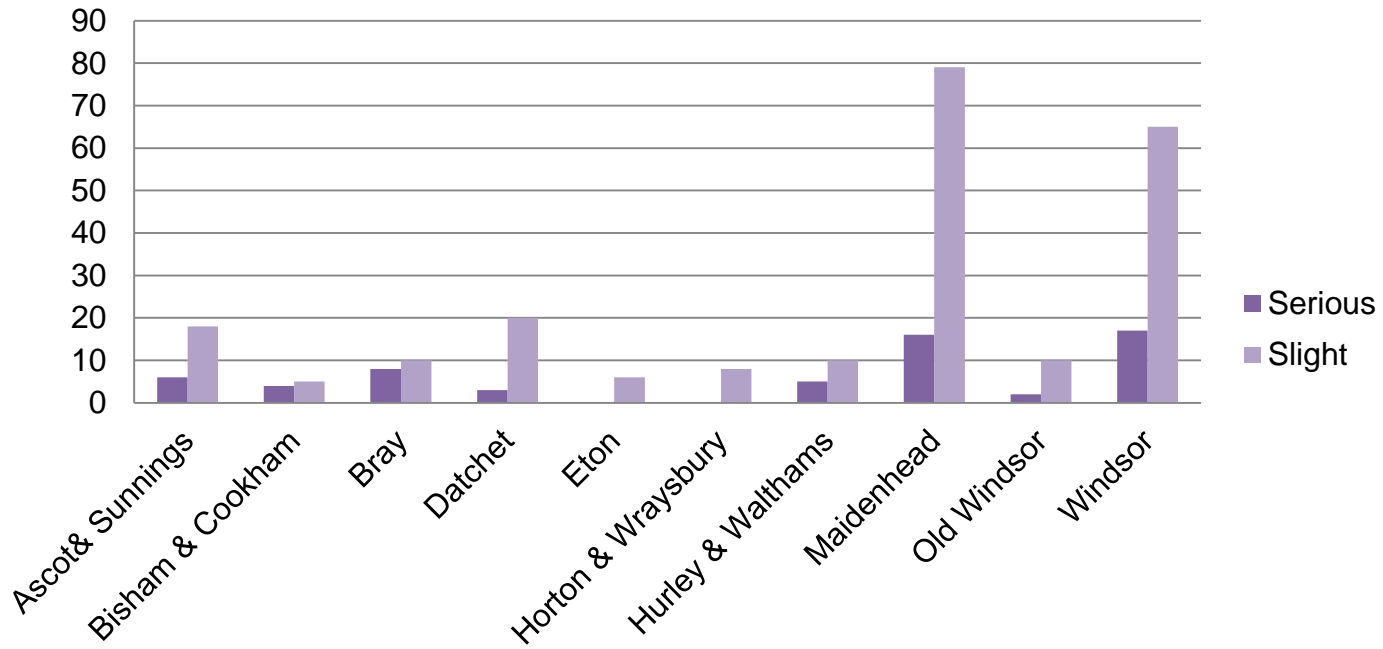
Casualties by time of day

37



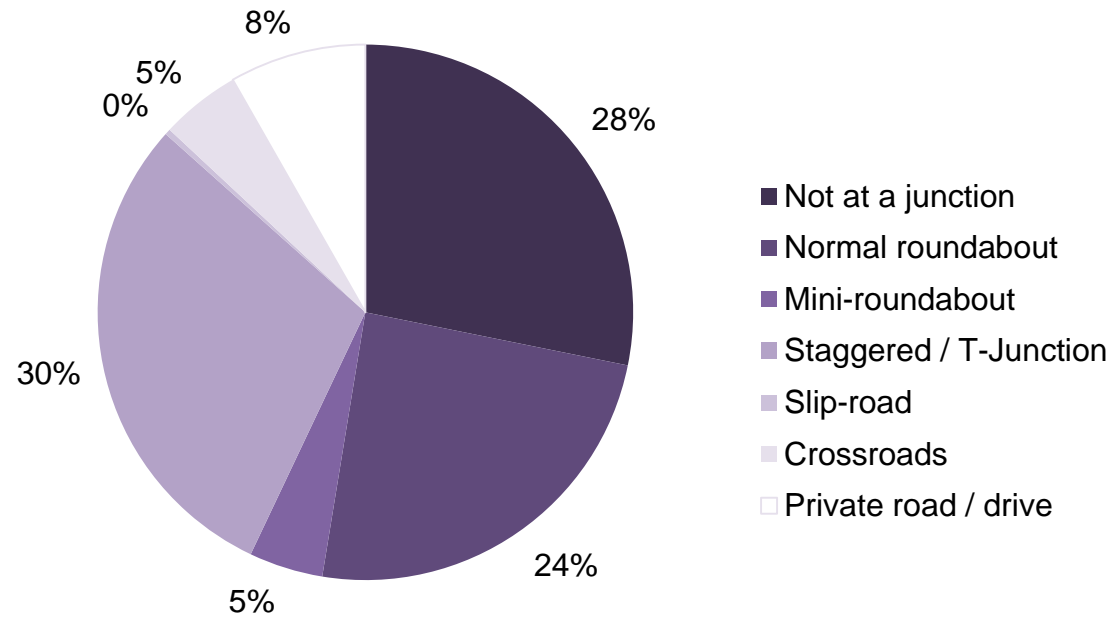
Casualties by area

38

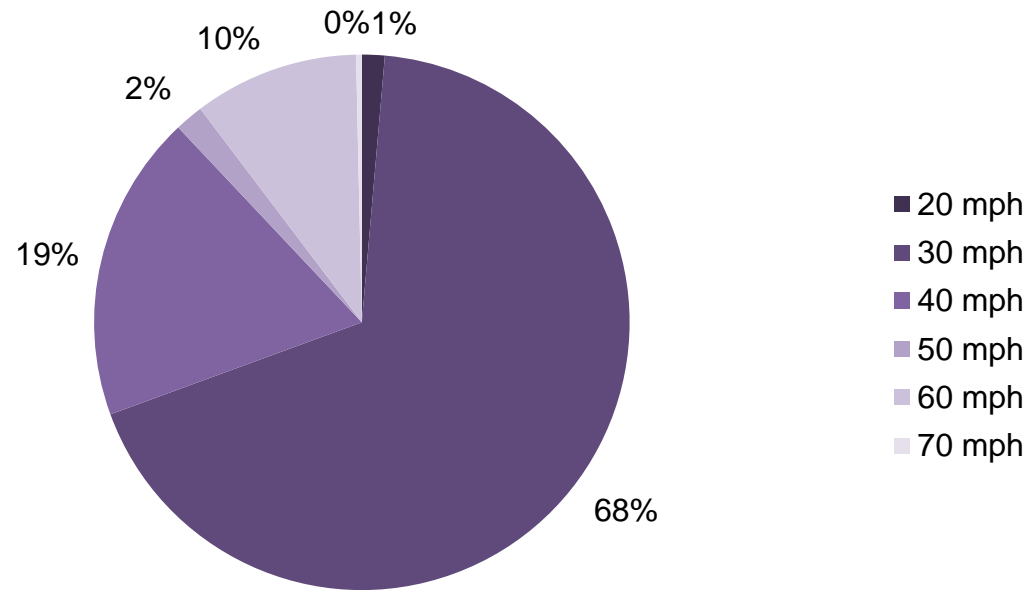


Casualties by junction type

39



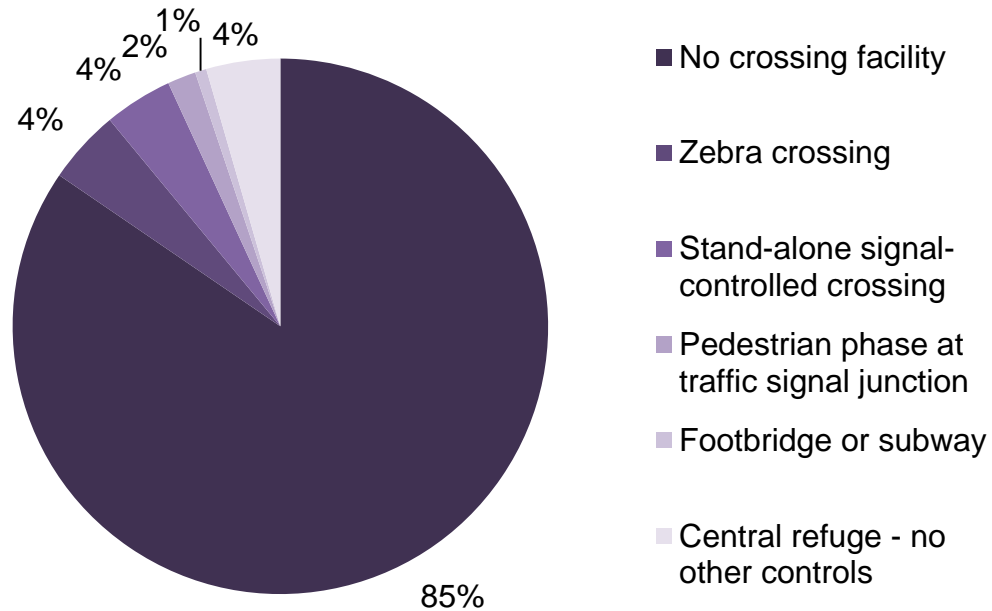
Casualties by speed limit



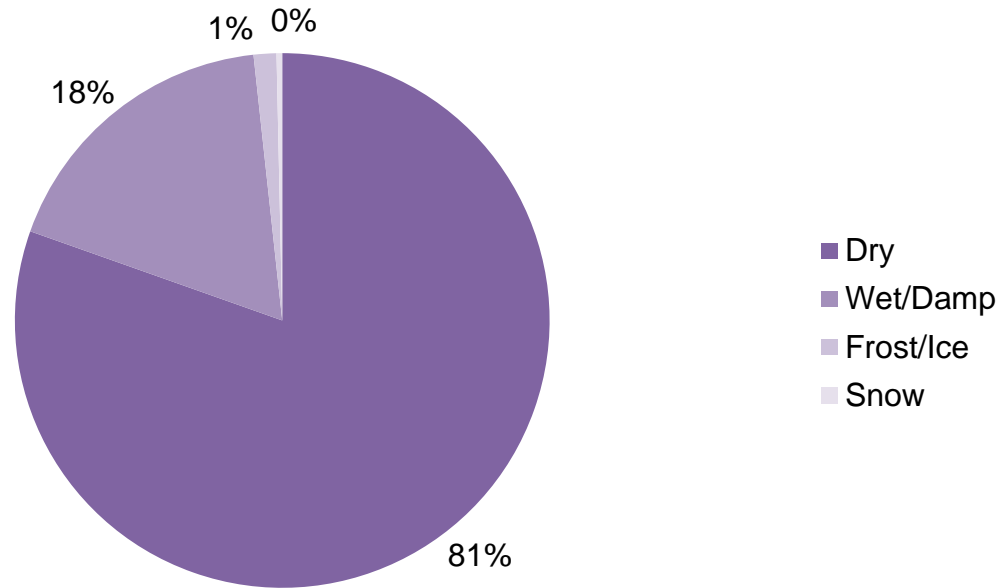
40



Casualties by crossing type



Casualties by road conditions

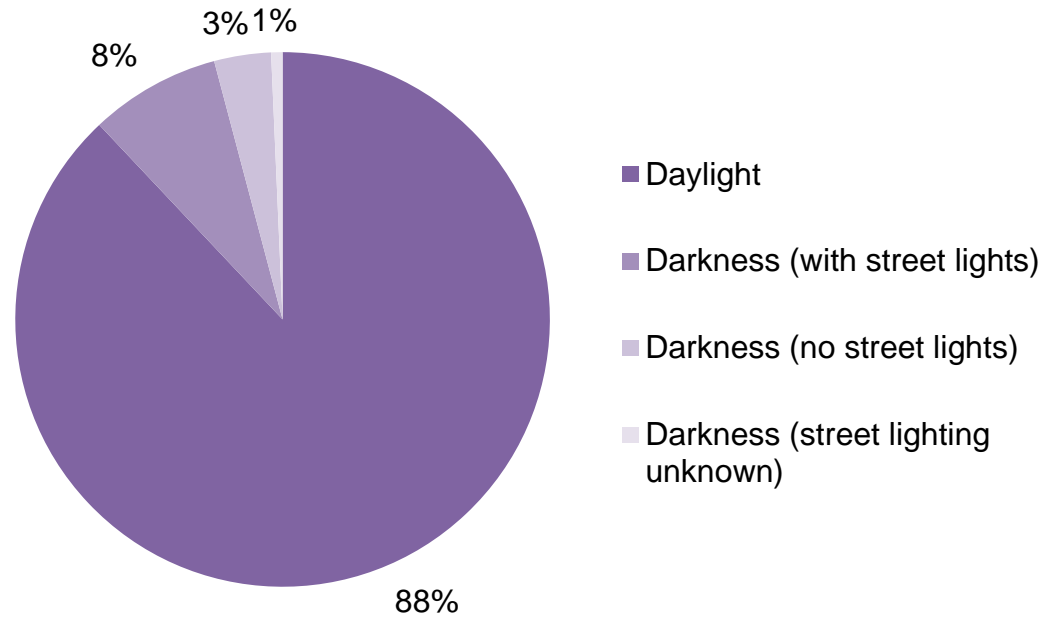


42



Casualties by lighting conditions

43



Contributory factors

- The STATS19 form allows for up to four contributory factors to be recorded. These are recorded by the officer attending and are based on their judgement.
- For crashes involving cyclists in the Royal Borough, the three most commonly recorded contributory factors are:
 - ⁴⁴ 1. Failed to look properly (177)
 2. Failed to judge the other person's path / speed (61)
 3. Careless / reckless / in a hurry (56)

Casualty cluster sites

Area	Location	Crashes	Crash Descriptions
Ascot & the Sunnings	- Heatherwood roundabout	4	<ul style="list-style-type: none"> - Car driver failed to give way to cyclist on rbt. - Car driver entered rbt thinking that another vehicle was indicating left, but it stayed on rbt. Driver accelerated and ran into the back of cyclist. - On eastbound approach, car driver pulled into path of cyclist causing them to brake sharply and stop. Driver gave verbal abuse to cyclist and drove off. - Car driver performing U-turn collided with cyclist travelling west away from rbt.
Nisham & Cookham	-	-	-
45 Bray	<ul style="list-style-type: none"> - Braywick roundabout (all at A308(M) entry) - Drift Road / Fifield Lane 	<ul style="list-style-type: none"> 5 3 	<ul style="list-style-type: none"> - Car driver entering rbt from the west failed to see cyclist on rbt. - Car driver travelling east failed to give way at rbt and collided with cyclist travelling north. - Car driver entered rbt to turn left west to north - was blinded by sun and collided with cyclist travelling north. - Car driver turning left west to north collided entered rbt and collided with cyclist travelling south to north. - Car driver turning left west to north failed to give way and collided with cyclist travelling north. - Car driver turning left west to north overtook then turned across and collided with cyclist travelling east. - Cyclist turned right east to north across and collided with car travelling east. - Car driver turning right east to north collided with cyclist travelling east.

Casualty cluster sites (cont.)

Area	Location	Crashes	Crash Descriptions
49 Datchet	- London Road / Horton Road / The Green (mini-roundabout)	3	<ul style="list-style-type: none"> - Car driver and cyclist, both turning left east to south, collided - Distracted cyclist exiting rbt collided with stationary car at zebra crossing – both travelling east to west. - Taxi driver turning right north-east to west failed to give way at rbt and collided with cyclist travelling east.
	- Majors Farm Road / Ditton Road	3	<ul style="list-style-type: none"> - Car driver turning left east to south collided with cyclist crossing the road east to west. - Car driver turning right south to east collided with pedal cycle travelling east to west. - Car driver overtook cyclist (both travelling west to east) and wing mirror hit cyclist.
Eton	-	-	-
Horton & Wraysbury	-	-	-
Hurley & Walthams	-	-	-
Maidenhead & Cox Green	- A4 Castle Hill / A308 Marlow Rd roundabout	6	<ul style="list-style-type: none"> - Car driver and cyclist travelling south to north were held up waiting to enter rbt. Driver moved forward and collided with cyclist. - Taxi driver travelling south to north-east failed to give way when entering rbt and collided with cyclist traveling west. - Car driver failed to give way, entered rbt to turn left south to west and collided with pedal cycle travelling north-east to north-west. - Car driver failed to give way, entered rbt and collided with cyclist. - Minibus and cyclist traveling west to east entered rbt, cyclist went on near-side of minibus. Collided with cyclist as driver pulled away. - Cyclist traveling west to east on rbt hit by car traveling north to south entering rbt.

Casualty cluster sites (cont.)

Area	Location	Crashes	Crash Descriptions
47 Maidenhead & Cox Green (cont.)	- A4 St Cloud Way / B4447 Cookham Road roundabout	5	<ul style="list-style-type: none"> - Cyclist on western approach to rbt collided with rear of car. - Car driver entered rbt from south-west failed to see cyclist on rbt. - Van driver turning left north to east in wrong lane collided with cyclist traveling north to south. - Car driver failed to give way, entered roundabout to travel west and collided with cyclist travelling south on roundabout. - Car driver traveling east to west entering roundabout failed to give way to cyclist travelling north to south on roundabout.
	- Shoppenhangers Road (Ludlow Road to Courtlands)	5	<ul style="list-style-type: none"> - Cyclist heading north-east hit rear of car turning right into Ludlow Road across their path. - Car driver turning left into station car park collided with cyclist travelling north-east on footway. - Taxi driver slowed to pull into taxi bay and was hit in rear by cyclist. - Cyclist crossing road at zebra had view restricted by queuing traffic and collided with car travelling south-west. - Cyclist travelling east pulled off footway across entrance to taxi rank as car driver pulled into taxi tank – collision occurred.
	Shoppenhangers Road / Cox Green Road roundabout	4	<ul style="list-style-type: none"> - Driver exited rbt travelling south-east to north-west and collided with cyclist (child) crossing the carriageway. - Car driver failed to give way when entering rbt to turn left north-west to north-east and collided with cyclist travelling north-east. - Car driver failed to give way when entering rbt to travel west and collided with cyclist travelling south on rbt. - Cyclist travelling north-west to south-east on rbt collided with car entering rbt from north-east who failed to give way.

Casualty cluster sites (cont.)

Area	Location	Crashes	Crash Descriptions
48 Maidenhead & Cox Green (cont.)	- A4 Bridge Road / A4094 Ray Mead Road roundabout	3	<ul style="list-style-type: none"> - Cyclist pulled into rbt in front of car which hit the cyclist from behind. - Car driver failed to give way entering rbt to turn right north to west and collided with cyclist travelling west to east. - Car driver travelling east entered rbt with group of cyclists. Cyclist on hearing altercation braked and was hit in rear by the car.
	- A4 Bridge Road / Forlease Road roundabout	3	<ul style="list-style-type: none"> - Car driver travelling west to east braked as fire engine travelling north to south entered rbt and collided with cyclist travelling south to north on rbt. - Taxi driver travelling north to east entered rbt and collided with cyclist travelling west to east on rbt. - Car travelling west failed to give way and collided with cyclist travelling south.
	- B4447 Cookham Road (Harrow Lane to Moor Lane)	3	<ul style="list-style-type: none"> - Car driver entering rbt to turn right from west to south failed to give way and collided with cyclist travelling south to north. - Cyclist (child) rode across road to east from behind vehicle stopped at zebra crossing and collided with car travelling south. - Car driver turning right from south to east collided with cyclist travelling south.
Old Windsor	-	-	-
Windsor	- A308 Maidenhead Road / Mill Lane / Parsonage Lane rbt	6	<ul style="list-style-type: none"> - Car driver travelling east slowed due to traffic and collided with cyclist who was crossing the zebra crossing at speed. - Car driver travelling west to east entered rbt and failed to see cyclist travelling south to north on rbt colliding with cyclist. - Car driver travelling east failed to give way to cyclist on rbt who was turning right from south to east.

Casualty cluster sites (cont.)

Area	Location	Crashes	Crash Descriptions
49	- A308 Maidenhead Road / Mill Lane / Parsonage Lane rbt (cont.)	6	<ul style="list-style-type: none"> - Car driver travelling west to east failed to give way to cyclist on rbt travelling south to north and collided with cyclist. - Cyclist travelling south failed to give way when entering rbt and collided with car travelling east. - Car driver failed to give way entering rbt to travel west and collided with cyclist travelling south.
	- A332 Royal Windsor Way / A308 Goslar Way / B3173 Imperial Road / Clarence Road roundabout	5	<ul style="list-style-type: none"> - Car driver in lane 2 turned left from west to north and cut across cyclist travelling east in lane 1 causing him fall off. - Cyclist travelling east ignored traffic signal and collided with car moving off travelling north. - Car driver hit cyclist from behind – both vehicles travelling south on the roundabout. - Car driver moving off at traffic signal on Imperial Road hit by cyclist trying to overtake. - Car driver turning left south to west overtook and hit cyclist travelling north.
	- A308 Albert Road / A308 Osborne Road / A332 Kings Road roundabout	4	<ul style="list-style-type: none"> - Cyclist negotiating rbt south to east lost control on wet road. - Car driver travelling west to east entered rbt – failed to see and collided with cyclist travelling south to east. - Cyclist travelling south to east on rbt skidded on wet road and fell off. - Car driver travelling west to east entering rbt collided with cyclist travelling south to north on rbt. - Car driver entering rbt from south to north swerved to avoid cyclist travelling north, but collided with the cyclist.

Casualty cluster sites (cont.)

Area	Location	Crashes	Crash Descriptions
50	- B3022 Thames Street / B470 Datchet Road	5	<ul style="list-style-type: none"> - Taxi passenger opened door into path of cyclist travelling south-west to north-east on near-side of taxi. - Cyclist turning left south-west to north west failed to stop at red signal and collided with pedestrian crossing north-west to south-east. - Car driver caused cyclist turning left from south-west to north-west to brake and fall off bike. - Car driver turning right from south-west to south-east collided with cyclist travelling north-west. - Car driver and cyclist both travelling south-west but held up at signal. Car pulled away and turned left across and collided with cyclist.
	- A308 Maidenhead Rd / A332 Royal Windsor Way roundabout	3	<ul style="list-style-type: none"> - Car driver and cyclist travelling west to south on rbt – car driver hit cyclist from behind. - Car driver travelling south failed to give way and collided with cyclist travelling east on rbt. - Car driver travelling south failed to give way entering rbt and collided with cyclist travelling east.
	- A308 Maidenhead Road / Vale Road	3	<ul style="list-style-type: none"> - Both vehicles travelling south to north – on approach to junction, the cyclist has swung out to cross the road to the east as the car driver was overtaking and collided with the car. - Intoxicated cyclist turned left from east to south from footway into road and collided with car travelling east. - Cyclist travelling west to east on cycleway collided with car travelling south to north as driver was pulling out of driveway.

Casualty cluster sites (cont.)

Area	Location	Crashes	Crash Descriptions
Windsor (cont)	- B3024 Dedworth Road (St Andrews Avenue to Clewer Recreation Ground)	3	<ul style="list-style-type: none">- Police vehicle entered rbt to turn right and collided with cyclist travelling west on rbt.- Cyclist travelling west to east on footway collided with rear of car waiting to enter main road from Terrent Court.- Car travelling east but held up in traffic – passenger opened near-side door to get out and hit cyclist travelling on near-side.

Mitigation

- Cyclists are vulnerable at roundabouts - the best treatment is to avoid the roundabout altogether (i.e. alternative route or grade-separation).
- For smaller roundabouts, a segregated peripheral cycle route is an option with cyclist given priority over entries and exits.
- Many roundabouts already have alternative routes (e.g. Heatherwood, ^{NS}Braywick, Clarence Road, Kings Road and Maidenhead Road roundabouts), but they are less direct or suffer from a lack of priority over side-roads / accesses



Mitigation (cont.)

- Heatherwood roundabout – no mitigation identified
- Drift Road / Fifield Lane – signing improvements are planned.
- Braywick roundabout – no mitigation identified
- London Road / Horton Road / The Green – no mitigation identified.
- Majors Farm Road / Ditton Road – tighten radius on south-east corner to reduce vehicle speeds
- Castle Hill, Cookham Road and Forlease Road roundabouts - assessing options to help cyclists get between North Maidenhead and the town centre (i.e. bridge, surface crossings and subway enhancements).
- Shoppenhangers Road and Shoppenhangers Road / Cox Green Road roundabout – no mitigation identified.

Mitigation (cont.)

- Ray Mead Road roundabout – no mitigation identified
- Cookham Road – no mitigation identified
- Mill Lane roundabout – assessing options including a parallel cycle crossing and junction signalisation
- Kings Road roundabout – this has been the subject of a recent safety scheme designed to reduce vehicle speeds at the north-west corner
- Thames Street / Datchet Road – assessing options including provision of advanced stop lines and re-design of ‘Theatre Island’ road network.
- Maidenhead Road / Vale Road – no mitigation identified.
- Dedworth Road – no mitigation identified.