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## NOTICE OF MEETING

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# HIGHWAYS, TRANSPORT AND ENVIRONMENT OVERVIEW AND SCRUTINY PANEL

will meet on

**THURSDAY, 21ST SEPTEMBER, 2017**

**At 6.30 pm**

in the

**DESBOROUGH 2 & 3 - TOWN HALL,**

TO: MEMBERS OF THE HIGHWAYS, TRANSPORT AND ENVIRONMENT OVERVIEW AND SCRUTINY PANEL

COUNCILLORS HARI SHARMA (CHAIRMAN), JESSE GREY (VICE-CHAIRMAN), WISDOM DA COSTA, MARIUS GILMORE, MAUREEN HUNT, PAUL LION AND JULIAN SHARPE

### SUBSTITUTE MEMBERS

COUNCILLORS MALCOLM BEER, DAVID HILTON, LYNNE JONES, WESLEY RICHARDS, DEREK SHARP, JOHN STORY, SIMON WERNER AND LYNDA YONG

Karen Shepherd - Democratic Services Manager - Issued: 13 September 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](http://www.rbwm.gov.uk) or contact the Panel Administrator

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## AGENDA

### PART I

<u>ITEM</u>	<u>SUBJECT</u>	<u>PAGE NO</u>
1.	<u>APOLOGIES</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 Part I Minutes of the previous meeting.	7 - 14
4.	<u>CYCLING STRATEGY</u>  To consider the above report	15 - 182
5.	<u>RIVER THAMES SCHEME</u>  To consider the above report	183 - 198
6.	<u>UPDATE ON POOL CARS AND ELECTRIC VEHICLE CHARGING POINTS</u>  To consider the above report.	199 - 220
7.	<u>LOCAL GOVERNMENT ACT 1972 - EXCLUSION OF THE PUBLIC AND PRESS</u>  To consider the following resolution:- “That under Section 100(A)(4) of the Local Government Act 1972, the public an be excluded from the remainder of the meeting whilst discussion takes place on item 8 on the grounds that it involves the likely disclosure of exempt information as defined in Paragraph 1 – 7 of Part I of Schedule 12A of the Act”.	

**PART II - PRIVATE MEETING**

<u>ITEM</u>	<u>SUBJECT</u>	<u>PAGE NO</u>
i.	<u>MINUTES</u>  To confirm the Part II minutes of the previous meeting.  <b><i>(Not for publication by virtue of Paragraph 3 of Part 1 of Schedule 12A of the Local Governmet Act 1972)</i></b>	221 - 224



## 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 the discussion or vote at a meeting.** The speaking time allocated for Members to make representations is at the discretion of the Chairman of the meeting. In order to avoid any accusations of taking part in the discussion or vote, after speaking, Members should move away from the panel table to a public area or, if they wish, leave the room. 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

## HIGHWAYS, TRANSPORT AND ENVIRONMENT OVERVIEW AND SCRUTINY PANEL

THURSDAY, 20 JULY 2017

PRESENT: Councillors Hari Sharma (Chairman), Jesse Grey (Vice-Chairman), Wisdom Da Costa, Marius Gilmore, Maureen Hunt, Paul Lion and Julian Sharpe

Also in attendance: Councillor Beer, Councillor Carwyn Cox, Councillor David Evans and Councillor Philip Love

Officers: Andy Jeffs, Wendy Binmore, Mark Lampard, Craig Miller, Ben Smith and Russell O'Keefe

### APPOINTMENT OF CHAIRMAN AND VICE-CHAIRMAN

Councillor Hari Sharma and Councillor Jesse Grey were elected Chairman and Vice-Chairman respectively, for the ensuing municipal year.

**RESOLVED: That Councillor Hari Sharma be elected Chairman and Councillor Jesse Grey be elected Vice-Chairman, for the ensuing municipal year.**

### APOLOGIES FOR ABSENCE

Apologies were received from Councillor Wisdom DaCosta.

### DECLARATIONS OF INTEREST

**Cllr Hunt** – Declared a personal interest as she owns a property in the town centre. Cllr Hunt stated she had attended Panel with an open mind.

### MINUTES

**RESOLVED UNANIMOUSLY: That the Part I minutes of the meetings held on 14 March 2017 and 18 April 2017 be approved.**

### PARKING PROVISION

The Chairman agreed to hear both the Parking Provision report and the Broadway Car Park Report together as they were closely linked. Members unanimously agreed to discuss the reports together.

Russell O'Keefe, Strategic Director Corporate & Community Services explained that the report set out further work on the emerging parking plan for the Borough and Cabinet Regeneration Sub Committee considered the draft parking model and initial short term and longer term parking plans. Feasibility work had been carried out and discussions with stakeholders had taken place. The final proposals were subject to change with the final draft being presented to Full Council in November 2017 alongside the Broadway Car Park report. The parking plan met the demand and re-confirmed that parking needed to support the Borough's residents' needs. The report was based on commercial parking, not residential parking.

Councillor D. Evans stated a lot of work had been carried out by the Strategic Director Corporate & Community Services and the Head of community Protection and Enforcements'

team and the appendix was significant as it showed the start balance and end balance of parking spaces with a net gain of 427 overall. Temporary parking would be provided during the refurbishment of the Broadway Car Park and at the end of the exercise, the Broadway Car Park would gain more public parking spaces. He added that for the second report on the Broadway Car Park, the Council had been working on the redevelopment of the site and Appendix A included a feasibility study and Appendix C was the proposed development brief in Part II but, was summarised in Part I.

The Council was at the design stage one and would be moving to the second stage of the process to firm up the investment case which would go to Cabinet in November 2017. Detailed design would start shortly after that. The current designs were just indicative and not detailed or final designs. Councillor D. Evans added it was about providing the right sort of parking for that part of the town. At the end of the process, Maidenhead would have modern, state of the art parking that would come in stages as part of a long process. The car park is a major part of the regeneration of the area and it had to be done right with the right design and the right return on the investment.

The Chairman stated the proposed state of the art parking would have 1,400 spaces, including electric charging points, disabled spaces, parent and child spaces as it was important to plan for the future. The current car park was reaching the end of its lifespan. The Panel were not keen on keeping the car park as it was a case of just repairing the car park and continuing to use it in its current form. The redevelopment would increase capacity and provide a high quality regenerated car park; the proposed layout would improve flow and the new retail offer would attract visitors; the report was welcomed and he thanked officers for their hard work.

Councillor Sharpe queried page six of the report as paragraph 2.5 stated there was no need for additional car parks in the Ascot area. The Strategic Director Corporate & Community Services explained that it had been based on assessment of need and demand, the assessment had shown a better way to manage parking in that area already. Councillor Sharpe stated Sunninghill had a dire parking situation with very little parking and always in very high demand. Residents were crying out for additional parking, he felt the borough could not have a report saying there was no need for additional parking in the area when there were major problems with parking in the area. He added he could not accept the report saying there was no need for additional parking and the team needed to go back and look at parking properly. Section 2.5 of the report needed to be removed. The Chairman stated Councillor Sharpe had raised a valid point but, it was not possible to reject the whole report for that one reason. He understood it was a big issue in the South of the Borough and felt the Lead member should look into it. Councillor Grey agreed that it was a valid point but the report was looking at regeneration as a bigger picture for Maidenhead; he also had concerns for parking in his ward. Councillor D. Evans said the first step was to show Councillor Sharpe the work that had been carried out during the assessment of parking and then, if any further work was required, it could be incorporated into the report in November 2017 for Cabinet. Councillor Sharpe commented if the Borough was going to publish a report saying there was no need for additional parking then that needed to be addressed. Councillor D. Evans said he would need to look at it to see if the assessment had got it right and if not, it would be amended for the report to go to Cabinet in November 2017.

In response to queries on the access for vehicles leaving the car park, Councillor D. Evans acknowledged there had been problems with cars leaving the car park in the past. The Strategic Director Corporate & Community Services stated the car park was only at the first stage of design which was a concept at present. The car park was based on a figure eight arrangement which should make it easier to get to each floor much quicker and also exit with less queues. Councillor D. Evans explained that he had looked at the car park at the Oracle in Reading and the borough would use a similar principle with electronic signage to show vacant spaces on each floor. Shepherds Bush Westfield used sensor parking which the Council was keen to look into at the next stage of development. The car park would have the most up to date equipment and technology possible. Councillor Grey commented the spaces needed to be big enough for modern cars because if the spaces were not big enough. It would put



visitors off. The Strategic Director Corporate & Community Services confirmed the car park was a nine minute walk to the Town Hall and that spaces would be wide enough for modern cars.

Councillor Hunt raised concerns about Council staff having to use a different car park further away from their place of work while the work was carried out. She stated in the mid-winter, when the weather was inclement it was a 25 minute walk and she felt that was excessive. The Strategic Director Corporate & Community Services said he walked 15 minutes to work, it was about personal choice. In his previous job there was no staff car park and he did not feel the walk from Reform Road car park to the Town Hall was excessive. Councillor Sharpe stated it would help get people used to the Council not providing their staff with parking and also promoted a fitter and healthier workplace. He used to work on a campus where the car park was deliberately at the other side of the site to encourage people to walk.

Councillor Lion requested the restructured Broadway Car Park to take into consideration pedestrians as the existing layout was very difficult with pedestrians crossing. The Strategic Director Corporate & Community Services confirmed that would be looked into.

Councillor Beer said on page 38 it showed the entrance was at 90 degree angles which he felt would cause problems. The Strategic Director Corporate & Community Services confirmed that the entrance was not at an angle but it was still at the discussion stage. There seemed to be differing views in the market over what was best. The Chairman suggested having the parking spaces at 45 degree angles so as to fit more vehicles in and also, provide more room for getting in and out of the spaces; he added that however many entrances there were into the car park, there should be the same amount of exits. Councillor Grey stated the project was at an early stage and was only getting agreement in principle for the next steps.

#### PARKING PROVISION

**RESOLVED UNANIMOUSLY: That The Panel endorsed the recommendations.**

**Councillor Sharpe requested that the following comment be noted:**

**Councillor Sharpe felt that the dire parking situation in Sunninghill, where residents were in need of additional parking because of the high demand, meant that the report should not state that there was no need for additional parking in the area.**

#### BROADWAY CAR PARK

**The Panel unanimously endorsed the recommendations**

#### BROADWAY CAR PARK

The Panel unanimously agreed to discuss this item at the same time as the Parking Provision report. The recommendations were endorsed by the Panel.

#### FLOODING MONITORING

Ben Smith, Head of Highways & Transport gave a brief presentation on flood monitoring with highlighted the following key points:

- Different partners and agencies had different roles and responsibilities. The different partners and agencies included:
  - RBWM
  - Volker highways
  - Project Centre
  - The Environment Agency (EA)
  - Thames Water
  - Riparian Owners (land owners)

- The structural chart showed which areas the above partners and agencies were responsible for. The Head of Highways & Transport explained there was a detailed document that set all the details out in more depth.
- Service delivery and governance set out how the Borough delivered on responsibilities.
- The Borough retained the client commissioning function and looked after contracts. Everything else was carried out by partners.
- The presentation showed the local shift delivered over the last 12 months with regards to highway and drainage schemes
- A flood prevention scheme study was carried out following the 2014 flooding event in the Royal Borough and following the results of that, several flood prevention schemes had been carried out. The presentation showed which schemes had been completed and how much each of them had cost. Some of the schemes were still ongoing.
- The EA was the lead on the River Thames Scheme which was creating three additional channels to prevent flooding to the surrounding areas.
- There was a provisional budget of £275k per year towards it.

The Head of Highways & Transport confirmed that the flood prevention schemes were still at the development stage and with a funding shortfall, the EA were working with partners to plug the gap. All environmental surveys were being carried out and the next milestone of the River Thames Scheme was to get it signed off by the government on the business case and then it would move into the planning stage. In terms of which Borough paid more or less into the scheme, there was a formula that worked out the cost and benefit for each authority.

The Head of Highways & Transport confirmed the £285k RBWM contribution was for fees and not the actual works. The funding so far took the Borough up to the design and planning stage.

The Head of Highways & Transport confirmed that the Royal Borough's role was to manage contracts while the contractors carried out any works within the Borough, such as design and construction of flood prevention works. The arrangement would help provide the Borough with resilience to the service.

Councillor Beer congratulated the Head of Highways & Transport on his presentation and requested details of routine programmes for clearing gullies. The Head of Highways & Transport confirmed there was a programme for clearing the gullies and it was delivered through Volker Highways. The Head of Communities and Highways stated there had been a schedule agreed with the parishes at the Parish Conference; gully clearing could be added to that.

**RESOLVED UNANIMOUSLY: That Members noted the presentation and the ongoing work carried out by the Head of Highways & Transport and his team.**

LOCAL GOVERNMENT ACT 1972 - EXCLUSION OF THE PUBLIC AND PRESS

The meeting, which began at 6.30 pm, finished at 8.54 pm

CHAIRMAN.....

DATE.....

HIGHWAYS, TRANSPORT AND ENVIRONMENT OVERVIEW AND SCRUTINY  
PANEL

TUESDAY, 29 AUGUST 2017

PRESENT: Councillors Hari Sharma (Chairman), Jesse Grey (Vice-Chairman), Wisdom Da Costa, Marius Gilmore and Maureen Hunt

Also in attendance: Councillor Beer

Officers: Andy Jeffs, Wendy Binmore, David Scott and Russell O'Keefe

APOLOGIES

Apologies were received from Councillors Paul Lion and Julian Sharpe.

DECLARATIONS OF INTEREST

**Cllr Hunt** – Declared a personal interest as she owns a property in Maidenhead; Cllr Hunt stated it was not a prejudicial interest and she had attended Panel with an open mind.

STATION OPPORTUNITY AREA

Russel O'Keefe, Executive Director stated the report was an update on the improvements to the forecourt of Maidenhead train station. The Council had secured subject to demonstrating a business case £6.5m funding for the project and a lot of work had been carried out on the project in order to get the right option to support the business case. A number of options had been looked at including a bus interchange but, there had been no appetite with the adjacent landowners to join a scheme and the costs associated with acquiring the land prohibited the bus interchange option. However, it was an option that could be looked at again in the future in a few years if circumstances changed.

The Executive Director explained there were three main elements to the scheme which were:

- i) Improved connections between journeys made on foot, bicycle, bus, train, taxi and car.
- ii) Improved linkages between the rail station and the town centre, with environmental enhancements for the station forecourt that will transform the area and create a high-quality gateway to the town centre.
- iii) Construction of replacement parking for any spaces that are displaced from the forecourt in order to create the interchange.

He added that any parking lost would be replaced elsewhere and it would encourage a gateway into the regenerated Town Centre. He directed Members to 2.6 of the report that showed more detail of the scheme with improved pedestrian routing, a cycle hub, drop off and revised pick up zone and a taxi rank. The appendix showed an indicative sketch drawing of the area and gave an indication of how the key elements could look like once completed. The new station forecourt would also include improved access to the Town Centre by way of either a footbridge or better surface crossing.

The next steps would be a further consultation and once the final design was produced, discussions with Network Rail and other stakeholders would begin. The Executive Director assured Members that other partners and stakeholders were very supportive of the scheme.

The Executive Director said he should have some draft designs in the next week and further work was being undertaken to check that they meet the business case; the bar for the business case was set quite high but the scope of the benefits to be taken into consideration had been widened so it was not purely based on the transport benefits alone. Sign off on the project would be in October 2017 by the Cabinet Regeneration Sub Committee; if all approved, the scheme would progress the project from the LEP who will decide on the final funding.

The Chairman stated the estimated contribution from the Borough was 20% of the final costs and the rest of the funding of £6.75m would be received from the LEP Growth Fund. He stated it was a good deal but the development would put pressure on the infrastructure of the area. He added a similar sized plot in Perth City in Australia had an underground bus station which was able to double the bus movements. The Borough did not need a big space to manoeuvre vehicles and with this project and the small site it was, he felt the Borough should be looking to incorporate a bus interchange as it was a perfect site for a bus station. The Chairman stated there did not need to be a big site to have interchange facilities; it worked well in Australia and the Town Centre needed a bus hub. All bus and coach operators used hubs and it would create a good link between Maidenhead and Reading to Heathrow. Councillor Grey stated the report was to note the details but he noticed in section 2.8 of the report that a bus interchange was not considered as part of the development, he queried why it was not considered. The Executive Director stated a lot of work was done on the potential for a bus interchange but, it could be done in such a confined space. There was not enough land available and it could not go under the ground as it was very expensive. The only way to do a safe interchange was to take adjoining land but, the local landowners were not interested at the present time. It was still a potential option that could be re-considered in the future.

Councillor Grey asked for clarification with the modelling of the lights system and there being a no right turn into Queens Street. The Executive Director explained the Council had bought a transport model for the BLP and it could model different scenarios; once the final design had been found, he could flow it through the model and see how it would impact the flow of traffic.

The Executive Director confirmed in response to queries regarding other funding streams other than from the LEP Growth Fund, that as part of the original proposals, there had been funding pledges from the Landings development and discussions had also taken place with other development partners for funding. The Chairman said the Borough did not have £17 million, but he believed there was central government funding available for bus station investments for interchanges. The Executive Director confirmed he had looked at other possible funding schemes but the challenge was that those schemes did not achieve the cost : benefit ratio. The LEP had since agreed the Borough could now explore wider benefits to the area.

Councillor Hunt stated there were 10 car spaces in the scheme and she queried if there was any other parking available as it got quite congested in and around the station at peak times. The Executive Director confirmed the scheme had looked at flows of taxi queuing. created a greater space for everyone to drop off and collect. The

concept outline design was the best that could be offered and some public parking would need to be moved off site to Stafferton Way.

The Chairman said he had seen a model at Heathrow where there was three bus stops in a row but it acted in the same way as a bus interchange. He felt the space at Maidenhead Station was far bigger with a lot more room. He felt a similar scheme could be incorporated at Maidenhead as that at Heathrow so buses and taxis used the same space. It was an option that should still be looked at. The current bus arrangement was not sustainable; and from a safety point of view, buses as well as trains and taxis should be used.

Councillor Hunt felt the cycle area seemed very large. The Executive Director confirmed the cycle area and storage was to significantly increase in the new scheme. Worked up designs would be available in the coming weeks and the outline design before the Panel was just a indicative concept. The final designs would include more details and bridge. He confirmed that although not all of the bike storage was in use at present, with Crossrail, the use would grow further.

Councillor Beer said most of the Panel were disappointed that there would not be a bus interchange. He and Councillor Grey had been trying to get a multi-vehicle interchange which would disperse commuter traffic and it was very disappointing that the idea had been side-lined due to cost. He added it made sense to link all public transport modes and it could be very convenient; which would also reduce pollution. The interchange should be prioritised.

Councillor Beer explained he had looked at Google Maps and Network Rail owned a lot of land to the west of Maidenhead Station; if it was Network Rail land, it could be used for parking and that would mean there would be room enough for a multi-vehicle interchange.

Councillor Beer stated the bridge to disperse pedestrians was essential; he had left meetings in Maidenhead and there was a flood of people in that area so, to separate vehicles and pedestrian traffic would cost money but, would be very attractive.

Councillor Beer explained that he was a Member of the Cycle Forum and the cycle storage facilities at the station were very attractive but, they needed to be secure; he added it appeared a great deal of space had been allocated for cycle storage. He presumed the shaded area and white area on the drawing were separate areas for pedestrians and cyclists as it was very important that vehicles and cycles be kept separate. Councillor Beer also suggested the name of the forecourt should be something more imaginative, other than Station Square. The loading bay between the disabled parking area, trees and seats would be very disruptive and it made no sense to park in the middle of an open space to load and unload. He added there should be an attractive arch attracting people into the area.

The Executive Director Corporate & Community Services confirmed that a bus interchange was not possible without the significant compulsory purchase of land at significant additional cost. Councillor Gilmore suggested removing the 20 casual parking spaces to make way for a bus interchange. The Executive Director confirmed that the space would still not be big enough for a bus interchange.

The drawing in front of Members was not the final design and the land was very small for a forecourt; he had tried to do as much with the site as possible to improve flow.

Councillor Hunt said there was going to be 4,000 new Town centre dwellings built in Maidenhead and buses would not be needed as commuters could walk. It was the urban areas that would use the bus. She added that there would be a lot of people that dropped their spouses to work or the station. People that lived in rural areas would use their cars and people were unlikely to get a bus to town if they could use their cars. People with luggage traveling by train were more likely to get a taxi and those working in the city were likely to walk to the station.

Councillor Da Costa queried why the Borough were carrying out the works and not the rail companies. The Executive Director confirmed the borough bid for the work as a part of the new vision for the Town Centre. The funding was for economic growth and further details would be made available the following week. The borough's contribution would be met from S106 funds from developers. The Executive Director estimated that the Borough's contribution would be approximately £1.25m which was set aside specifically for transport projects.

Councillor Da Costa wanted to know who defined the core elements of the project. The Executive Director confirmed that the core elements were part of the original proposals based on assessment of what would benefit the Town Centre. Project Centre Ltd were the specific framework partners and they had a contract with the Borough and that design work that was extra to the contract was to be carried out on a fee paying basis.

Councillor Da Costa queried how people would get from the station to the car park at Stafferton Way. The Head of Communities and Highways confirmed it was a three minute walk with the majority of station car parking already situated at Stafferton Way.

Councillor Da Costa stated Regulation 19 of the BLP included a bus station. The Executive Director stated that the logical place for a bus station would be in the same area as the train station which could still be an option in perhaps eight to 10 years. The BLP did not include that but the infrastructure delivery plan did cover it. The Council would continue to talk to landowners to try and find a solution. Councillor Da Costa asked when the parking strategy would be made available. The Executive Director confirmed the Strategy was made available in July 2017. The business case for the LEP would go to Cab Regen Sub Committee in October 2017 for final sign off. The Executive Director re-stated it had been looked at a multiple of times and that with the current land available it was not possible to have a safe bus interchange station at that site...

**UNANIMOUSLY RESOLVED: That The Panel unanimously agreed to recommend the paper as per the officers recommendations with the additional comment that the addition or inclusion of a bus interchange should be considered at a later date.**

The meeting, which began at 6.30 pm, finished at 7.28 pm

CHAIRMAN.....

DATE.....

# Agenda Item 4

Report Title:	Cycling Action Plan
Contains Confidential or Exempt Information?	NO
Member reporting:	Cllr Bicknell, Lead Member for Highways and Transport
Meeting and Date:	Highways and Transport Overview and Scrutiny Panel, 21 September 2017
Responsible Officer(s):	Andy Jeffs, Interim Executive Director Ben Smith, Highways Parks and Countryside Manager
Wards affected:	All

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## REPORT SUMMARY

1. This report recommends that the Panel establishes a 'task and finish group' to review the Draft Cycling Action Plan. The plan sets out the council's aspirations for improving cycling infrastructure and promoting cycling over the period to 2025.
2. It will be funded through a combination of existing budgets, developer contributions and external funding bids, and will be delivered with support from a range of partners, including:
  - The Cycle Forum
  - Maidenhead Cycle Hub
  - Thames Valley Berkshire Local Enterprise Partnership
  - Developers
  - Local landowners
3. Residents will benefit from: safer cycling routes; improved wayfinding; additional cycle parking; improved opportunities for health / recreational / sports cycling; practical support and training; and better information services.
4. The action plan will contribute to achievement of the following strategic objectives:
  - Residents will enjoy healthy lifestyles and be supported into old age.
  - Residents will enjoy vibrant town centres, benefitting from Crossrail and other major infrastructure investments, while retaining the unique character of our towns, villages and green belt countryside.
  - Residents will be more satisfied with the borough's roads.
  - We will work more closely with parish councils and other key partners

## 1. DETAILS OF RECOMMENDATION(S)

**RECOMMENDATION:** That the Highways and Transport Overview and Scrutiny Panel notes the report and:

- i) **Establishes a ‘task and finish group’ to review the draft action plan before it and put the final version forward for adoption at the appropriate council meeting.**

**2. REASON(S) FOR RECOMMENDATION(S) AND OPTIONS CONSIDERED**

- 1.1 Investment in cycling currently takes place in an ad hoc manner, responding to requests from the Cycle Forum and members of the public, or reacting to cycling related road safety issues as they are identified.
- 1.2 The council has developed a Cycling Action Plan with input from the Cycle Forum, local ward members, parish councils, and local neighbourhood plan groups (see Appendix 1).
- 1.3 Adopting this Action Plan will ensure a more coherent and consistent approach to providing for cycling within the Royal Borough. It will ensure that resources are allocated more effectively by enabling better evaluation and prioritisation of schemes. It will lead to improved coordination of activities across council departments by having shared aims and objectives. It will also support bids to external funding bodies such as the Thames Valley Berkshire Local Enterprise Partnership (LEP), the Department for Transport (DfT) and Sports England.
- 1.4 A range of options have been considered below:

**Table 1: Options Considered**

<b>Option</b>	<b>Comments</b>
1. Establish a task and finish group to carry out a review of the action plan before it and put it forward for adoption at the appropriate council meeting. <b>This is the recommended option.</b>	The task and finish group would undertake a detailed review of the Action Plan and its supporting evidence to ensure that it is robust, fit for purpose and consistent with other local strategies and plans.
2. Adopt the action plan without scrutiny from a Staff and Finish Group. <b>This is not recommended.</b>	There would be a risk that the Action Plan would not be fit for purpose and may not be consistent with other local strategies and plans.
3. Not adopt the proposed action plan. <b>This is not recommended.</b>	Failure to adopt the action plan would limit the council’s ability to promote and improve conditions for cycling and secure government funding.

**3. KEY IMPLICATIONS**

- 3.1 If the action plan is adopted then there will be an increase in the number of cycling trips, a reduction in cycling casualties and an improvement in residents’ satisfaction with cycling facilities.



**Table 2: Outcomes from Implementing the Action plan**

<b>Outcome</b>	<b>Unmet</b>	<b>Met</b>	<b>Exceeded</b>	<b>Significantly Exceeded</b>	<b>Date of delivery</b>
To increase the number of cycling trips to / from Maidenhead & Windsor town centres from 2015 baselines of 1,452 & 2,409 respectively	Less than 20% increase	20% increase	21-25% increase	More than 25% increase	31 October 2020
To reduce the number of cycling casualties from a baseline of 59 in 2014	Less than 20% reduction	20% reduction	21-25% reduction	More than 25% reduction	31 October 2020
To increase residents' satisfaction with cycle routes and facilities as measured by the NHT public satisfaction survey from a baseline of 49.5% in 2015	Less than 60% satisfied	60% satisfied	61-65% satisfied	More than 65% satisfied	31 October 2020

#### **4. FINANCIAL DETAILS / VALUE FOR MONEY**

- 4.1 The capital costs of infrastructure schemes and revenue costs associated with activities and promotional measures will be covered from annual council budgets for Highways Parks and Countryside and Leisure. Relevant budget lines include Cycling and School Cycle Parking (£75,000 and £30,000 respectively in 2017/18).
- 4.2 The Royal Borough has provisionally been awarded £3,048,000 of Growth Deal funding from the Thames Valley Berkshire LEP for the 'Maidenhead Town Centre Missing Links' project subject to production of a satisfactory business case. This will improve cycling and walking access between the Opportunity Sites in and around Maidenhead Town Centre as well as improving cycling routes to North Maidenhead.
- 4.3 Also, the LEP has provisionally allocated up to £6,750,000 of Growth Deal funding to the Maidenhead Station Access project, subject to production of a

satisfactory business case. The scheme will improve access to and interchange at the station, and will feature improved pedestrian / cycle crossings between the station and the town centre and up to 130 additional cycle parking spaces.

## 5. LEGAL IMPLICATIONS

- 5.1 The Royal Borough is the local Highway Authority as defined in the Highways Act 1980. As such, the council can carry out, in relation to a highway maintainable at the public expense by them, work for the improvement of that highway, including provision for cyclists.
- 5.2 Other primary legislation, such as the Cycle Tracks Act 1984 may be used to create new cycle tracks away from the public highway.
- 5.3 Infrastructure will be designed in accordance with the Traffic Signs Regulations and General Directions 2016, and will reference the latest design guidance.

## 6. RISK MANAGEMENT

- 6.1 Risks associated with the recommendation are shown below:

**Table 3: Key Risks**

<b>Risks</b>	<b>Uncontrolled Risk</b>	<b>Controls</b>	<b>Controlled Risk</b>
Funding for the Maidenhead Town Centre Missing Links project cannot be secured from the LEP due to an unsatisfactory business case.	Medium	Secure specialist consultancy support to help prepare the business case.	Low
Construction cost inflation restricts the council's ability to deliver cycling schemes within the available budgets.	Medium	Term contracts give greater certainty over costs	Low
Compulsory purchase of private land could make some schemes unaffordable or lead to delays	High	Engage landowners at an early stage and seek to work in partnership where possible	Medium

## 7. POTENTIAL IMPACTS

- 7.1 An Equalities Impact Assessment has been carried out for the action plan and is included in Appendix 2.

## **8. CONSULTATION**

- 8.1 The action plan was prepared with input from the Cycle Forum, Neighbourhood Plan Groups and others.
- 8.2 The draft action plan was published on the council's website and was subject to public consultation between 1 - 29 November 2016. Respondents were invited to complete an on-line survey. Alternatively, respondents could submit comments via email or in writing.
- 8.3 The survey was promoted via the council's website and social media channels, and a press release was issued to local newspapers and radio stations. Emails were sent to local ward members, parish councils and neighbourhood plan groups, as well as neighbouring authorities, advising them of the consultation. In addition, presentations were given to the Local Access Forum on 8 November and the Access Advisory Forum on 12 December 2016.
- 8.4 A total of 88 people responded to the online survey, while a further 9 responses were received via other means. Appendix 3 shows the responses to the online questionnaire together with the other representations.
- 8.5 The Cycle Forum was consulted on the proposed amendments to the action plan at the meeting on 24 January 2017.

## **9. TIMETABLE FOR IMPLEMENTATION**

- 9.1 The action plan will be implemented over the period to 2025. Targets will be reviewed after 5 years.

## **10. APPENDICES**

- Appendix 1 – Cycling Action plan
- Appendix 2 – Equalities Impact Assessment
- Appendix 3 – Consultation Responses

## **11. BACKGROUND DOCUMENTS**

- 11.1 The following background documents are relative to this report:

- Cycle Forum papers, 31 March 2015
- Cycle Forum papers, 15 July 2015
- Cycle Forum papers, 11 July 2016
- Cycle Forum papers, 05 October 2016
- Local Access Forum papers, 08 November 2016
- Access Advisory Forum papers, 12 December 2016
- Cycle Forum papers, 24 January 2017

## 12. CONSULTATION (MANDATORY)

<b>Name of consultee</b>	<b>Post held</b>	<b>Date sent</b>	<b>Commented &amp; returned</b>
Cllr Bicknell	Lead Member for Highways and Transport	08/09/17	13/09/17
Alison Alexander	Managing Director	19/04/17	
Russell O'Keefe	Executive Director	19/04/17	
Andy Jeffs	Interim Executive Director	19/04/17	
Rob Stubbs	Section 151 Officer	19/04/17	
Terry Baldwin	Head of HR	19/04/17	

### REPORT HISTORY

<b>Decision type:</b> Non-Key decision	<b>Urgency item?</b> No
Report Author: Gordon Oliver, Principal Transport Planner	

# Cycling Action Plan

2017-2026

[www.rbwm.gov.uk](http://www.rbwm.gov.uk)



Royal Borough  
of Windsor &  
Maidenhead



Highways & Transport Unit  
Royal Borough of Windsor & Maidenhead  
Town Hall  
St Ives Road  
Maidenhead  
SL6 1RF



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# 1. Introduction

1.1 The benefits of cycling are numerous and well documented and show that even a relatively modest shift from car to cycling for local journeys can potentially deliver benefits in the following areas:

- Traffic congestion
- Air quality
- Traffic noise
- Health and fitness
- Employee absenteeism
- Economic growth

1.2 This action plan builds identifies our priorities for capital and revenue investment in cycling for the period 2017/18 to 2025/26, in order that more of our residents, commuters and visitors will be encouraged and enabled to choose cycling as an everyday form of transport, as well as for leisure and fitness.

1.3 A key focus of the action plan is connecting residential areas to destinations, such as town centres, local centres, employment sites, and education facilities. We will achieve this by providing a network of safe, convenient, connected and legible cycle routes and by improving road conditions so they are safer for cyclists and encourage cycling. The action plan also recognises the need to coordinate with neighbouring authorities to better cater for cross-boundary journeys.

1.4 If we are to encourage more cycling trips, it is also important to ensure that there is sufficient secure cycle parking at destinations. This action plan addresses the requirement to have high quality cycle parking at existing destinations, as well as being integrated into new developments.

1.5 In addition to catering for local journeys, this action plan seeks to better integrate cycling with other forms of transport (particularly rail), so it can play a vital part in catering for longer distance travel to create seamless end-to-end journeys.

1.6 In order to bring about a culture of cycling within the Royal Borough, improvements to infrastructure must be supported by a programme of information, training and support. This will ensure that people have the knowledge, skills and confidence to be able to make the switch to travelling by bike.

1.7 Lastly we recognise that we cannot achieve all of this alone, and we must therefore work closely with our partners in the public, private and voluntary sectors. Together, we will develop and deliver a series of Action Plans in order to deliver a sustained and effectively targeted programme of investment in cycling.

## **2. Guiding Principles**

2.1 This action plan has been developed around the following guiding principles:

### **Residents First**

- Design cycling schemes that cater for all cyclists regardless of age, gender or ability.
- Integrate cycling with other forms of transport to improve interchange and provide seamless end-to-end journeys to and from the Royal Borough.
- Regularly consult residents and other local stakeholders to ensure that provision for cycling is fit for purpose and meet the needs of local users.

### **Value for Money**

- Appraise schemes and prioritise those that are likely to have the greatest benefits for cyclists.
- Identify opportunities to pool budgets where this would deliver additional benefits for cyclists.
- Ensure that the needs of cyclists are incorporated into other highway scheme designs.
- Maximise third party investment in cycling (e.g. developer contributions, Growth Deal funding and Department for Transport grants).

### **Equipping ourselves for the future**

- Arrange training for officers who are involved in delivering the Cycling Action plan so they are familiar with relevant guidance, design standards and legislation.
- Actively seek out and learn from best practice in the UK and abroad.
- Make appropriate and effective use of technology when designing and implementing cycling solutions.

### **Partnership Working**

- Work with local residents, schools, businesses, neighbourhood plan groups, parish councils and local ward members to identify cycling schemes.
- Identify opportunities to work jointly with other Council service areas, such as Public Health and Leisure in order to deliver shared priorities.
- Work with the Thames Valley Berkshire Local Enterprise Partnership (LEP) and neighbouring authorities to deliver cross-boundary cycling schemes and initiatives.
- Work closely with other organisations, such as Crown Estate, Network Rail, public transport operators, Thames Valley Police, developers, and third sector groups to coordinate activities and resources and thus maximise the benefits for cycling.

### 3. Strategic Framework

3.1 This action plan should be considered in the context of a wider strategic framework

#### **National:**

##### Door to Door: A action plan for improving sustainable transport integration

3.2 Published in 2013, 'Door-to-Door' describes the government's vision for integrated sustainable journeys. It focuses on a number of key areas that need to be addressed so that people can be confident in choosing greener forms of transport. These include *"regular and straightforward connections at all stages of the journey and between different modes of transport"*.

##### Infrastructure Act

3.3 The Infrastructure Act (2015) places a statutory duty on the Secretary of State for Transport to prepare a Cycling and Walking Investment Action plan for England. This must specify:

- (a) Objectives to be achieved during the period to which it relates, and
- (b) The financial resources to be made available by the Secretary of State for the purpose of achieving those objectives.

3.4 The Department for Transport (DfT) is expected to publish the action plan in 2016. It is anticipated that there may be a requirement for local authorities to publish their own walking and cycling investment strategies, setting out how they intend to improve local infrastructure and promote active transport modes.

#### **Regional:**

3.5 The Thames Valley Berkshire Local Enterprise Partnership (LEP) includes representatives from business and the six local authorities in Berkshire. It contributes to the economic growth of the area through the implementation of a Strategic Economic Plan. Covering the period 2015/16 – 2020/21, this contains policies and proposals relating to:

- Enterprise and Innovation
- Employment and Skills
- International
- Infrastructure

3.6 The LEP provides funding for major transport schemes, such as park and ride, mass-rapid transit schemes, and road and rail infrastructure improvements, particularly where these support and enable new residential or commercial development, or where they address deficiencies in the existing transport network. It also contributes to investment in packages of local transport measures, including walking and cycling schemes, particularly where these cross local authority boundaries.

## **Local:**

3.7 The Cycling Action plan is nested within a suite of local transport and planning action plan documents:

### Local Transport Plan (2012-2026)

3.8 The Local Transport Plan (LTP) adopts an evidence based approach to transport planning and sets out high level policies for all aspects of local highways and transport provision within the borough, including walking and cycling.

3.9 In broad terms, the LTP aims to:

- Improve access to local services and facilities
- Improve road safety and personal security
- Support economic growth
- Improve quality of life and minimise the negative impacts of transport
- Tackle climate change.

3.10 The LTP provides an overarching set of policies within which more detailed plans and strategies can be prepared, such as the Cycling Action plan. These include policies for:

- Walking and cycling networks
- Provision of secure cycle parking
- Public rights of way
- Transport interchange
- Travel information
- Access
- Road safety education, enforcement and engineering
- Smarter choices programmes (designed to promote sustainable travel behaviours)
- Network management
- New development
- Health (including promotion of active travel modes)

3.11 Each year, the Council publishes details of its LTP capital programmes for the coming financial year together with indicative programmes for the following two years. Planned expenditure is broken down by themes, such as: Cycling; School Cycle Parking; Safer Routes to School; Footways; Public Rights of Way, etc.

### The Borough Local Plan

3.12 When adopted, the Borough Local Plan will set out a vision and framework for future development, addressing local needs and opportunities in relation to housing, the economy, community facilities and infrastructure, as well as providing a basis for safeguarding the environment, adapting to climate change and securing good design.

3.13 It will also provide a critical tool (together with local Neighbourhood Plans) to guide decisions about individual development proposals. It is anticipated that consultation will take place on the draft Borough Local Plan later in 2016.

3.14 Like the Local Transport Plan, it provides an overarching policy document within which more detailed plans and strategies can be prepared. These will address issues such as travel plans and requirements for provision of cycle parking, showers and changing facilities for cyclists.

#### Maidenhead Town Centre Area Action Plan

3.15 Adopted in September 2011, the Maidenhead Town Centre Area Action Plan (AAP) is a daughter document of the Borough Local Plan. It seeks to rejuvenate Maidenhead town centre and the surrounding area and sets out to deliver attractive streets and places, new shops, homes and business and leisure opportunities.

3.16 The AAP aims to create a sense of place, a destination for shoppers, residents, businesses or visitors. This involves exploring opportunities for new buildings, streets and spaces, for improved shopping facilities and attracting new businesses, for creating new homes and providing social and cultural attractions, as well as further improving the town's accessibility. The approach encapsulates the following themes:

- Place making
- Economy
- People
- Movement

3.17 The document seeks to improve accessibility to the town centre, with a specific focus on creating a safe and comfortable environment for pedestrians and cyclists as well as improving access by public transport.

#### Neighbourhood Plans

3.18 The Localism Act introduces statutory neighbourhood planning in England. It enables communities to draw up a neighbourhood plan for their area and is intended to give communities a greater say in the development of their local area. There are 11 designated Neighbourhood Plan areas within the Royal Borough, of which Ascot, Sunninghill and Sunningdale is the only one with an adopted plan as of January 2016.

3.19 Most development will individually or cumulatively have an impact on transport and travel patterns and so good planning of transport is essential. Therefore, it is essential to work with developers to ensure that the impacts of development on the transport network are fully considered for new or re-development of existing sites. Appropriate levels of financial contributions can then be sought from the developers towards the capital and ongoing maintenance costs of on and off-site transport infrastructure and services considered necessary to mitigate the impact of their development on the transport network.

3.20 Communities will always have concerns about transport, but Neighbourhood Plans can allay these concerns by setting out realistic solutions to existing local issues which, in turn, would help to facilitate the delivery of future investment in the Plan area. Also, measures that encourage modal shift to cycling and walking contribute to economic growth

by tackling congestion and environmental improvements through reductions in exhaust emissions.

3.21 Neighbourhood plans can contain policies to address key transport issues, such as:

- Facilitating provision of traffic calming and 20 mph speed limits
- Encouraging the provision of transport hubs and interchange between travel modes
- Identifying safe routes for walking and cycling

3.22 At the time of writing, only Ascot, Sunninghill and Sunningdale have an adopted Neighbourhood Plan, but other Neighbourhood Plan Groups have been engaged to ensure that emerging issues are identified within the Cycling Action plan.

#### Parking Action plan

3.23 The Council is currently in the process of updating its Parking Action plan, which will also be a daughter document to the Borough Local Plan. This will include a review of parking standards to be applied to all new developments in the Borough. It will also include a comprehensive set of guidelines for the provision of cycle parking, which will consider aspects such as:

- Location
- Design
- Dimensions
- Layout
- Access
- Capacity
- Management arrangements



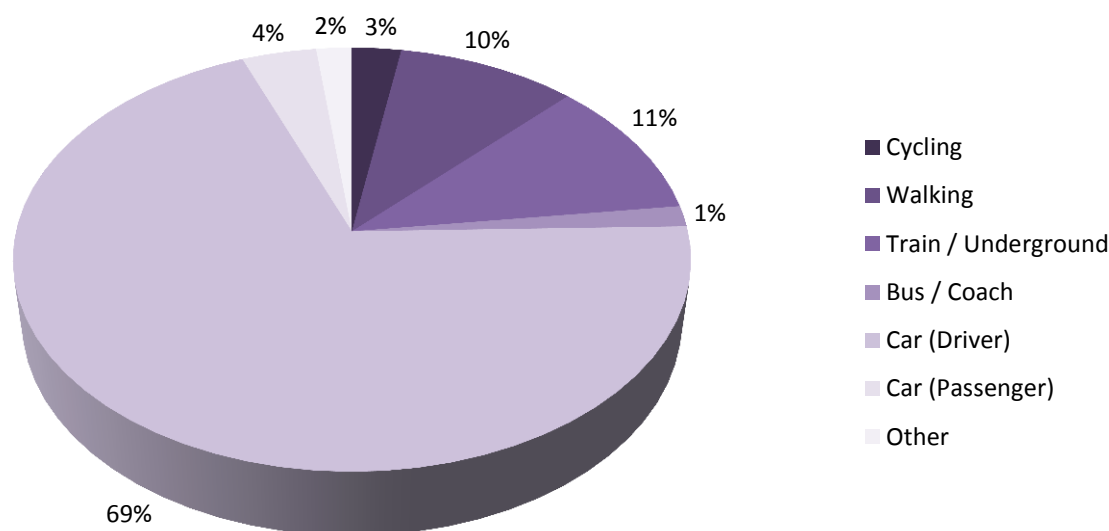
## 4. The Current Situation

### Travel Patterns

4.1 In 2013/14, 18.5% of Royal Borough residents indicated that they cycle at least once a month, with 12.7% cycling at least once a week. This includes cycling for all journey purposes, including leisure and fitness, as well as for travel to work and education.

4.2 According to the 2011 Census, over half (55.2%) of borough residents have a commuting distance of less than 10km, while over a third (36.1%) commute less than 5km (3 miles). Many of these journeys could readily be made by bike. However, the 2011 Census shows that cycling accounts for less than 3% of all journeys to work by Royal Borough residents (excluding those who work mainly at / from home), while walking accounts for less than 10% of commuting journeys. This suggests that there is significant potential to achieve a modal shift from car to walking and cycling for local commuting journeys.

**Fig. 4.1: Mode of travel to work for borough residents (excludes home working)**

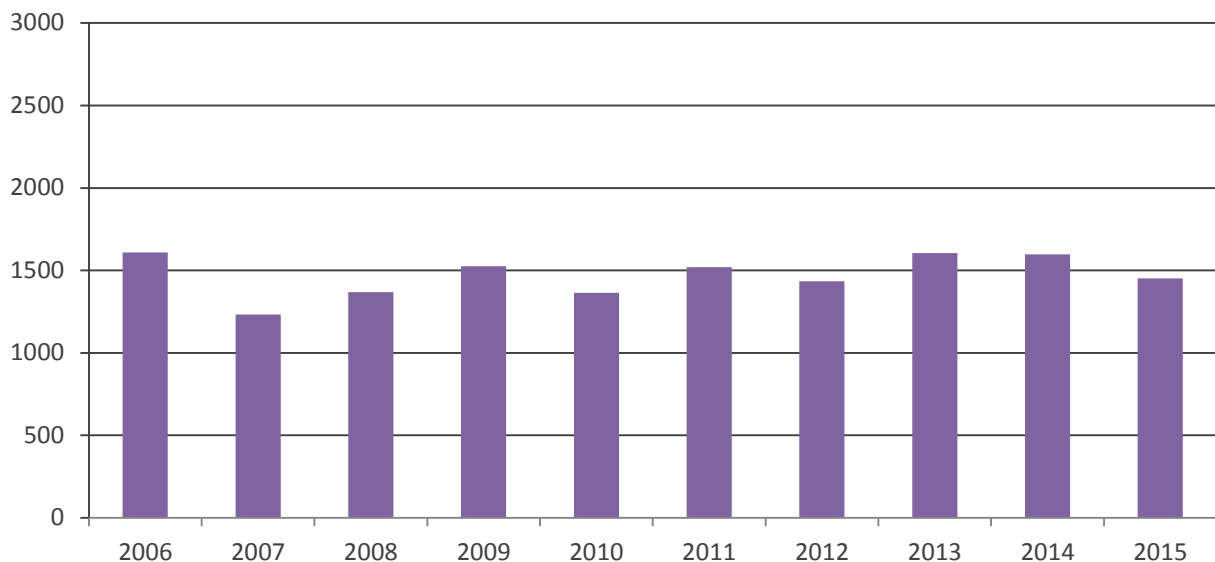


4.3 The number of cycling and walking trips are measured through annual snapshot surveys of all access points around Maidenhead and Windsor town centres, which are the main cycling destinations within the borough. Figures 4.2 and 4.3 show the results from the last 10 years with a gradual upward trend in cycling levels in both towns. (It should be noted that the 2013 count in Windsor was affected by adverse weather.)

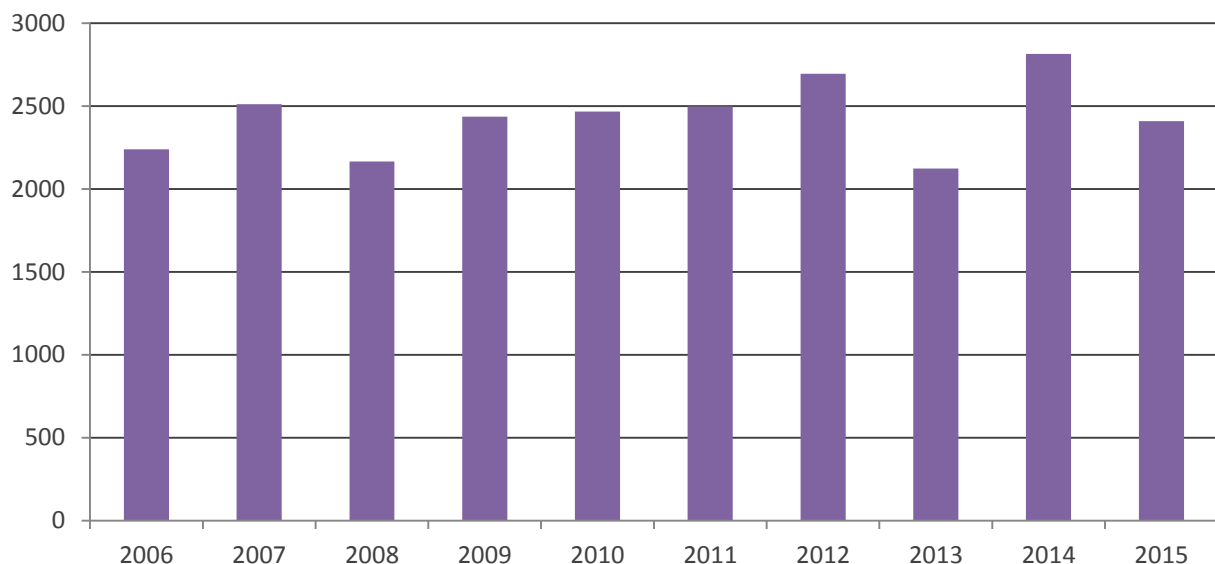
4.4 Despite Windsor being the smaller town, cycling levels are typically over 1.5 times greater than those observed in Maidenhead. This suggests that cycling levels in Maidenhead are being suppressed and that there is potential to significantly increase cycling activity.

4.5 Fewer than 20% of cyclists recorded in the snapshot surveys are female, which is significantly lower than the UK average of 27%, suggesting that there may be particular opportunities around encouraging more women to cycle. Evidence from various international studies shows that women place a higher value on safe cycling infrastructure than men, and in Denmark, where there has been sustained investment in cycling infrastructure, women now account for 55% of all cyclists<sup>1</sup>.

**Figure 4.2: Cycling trips to and from Maidenhead**



**Figure 4.2: Cycling trips to and from Windsor**



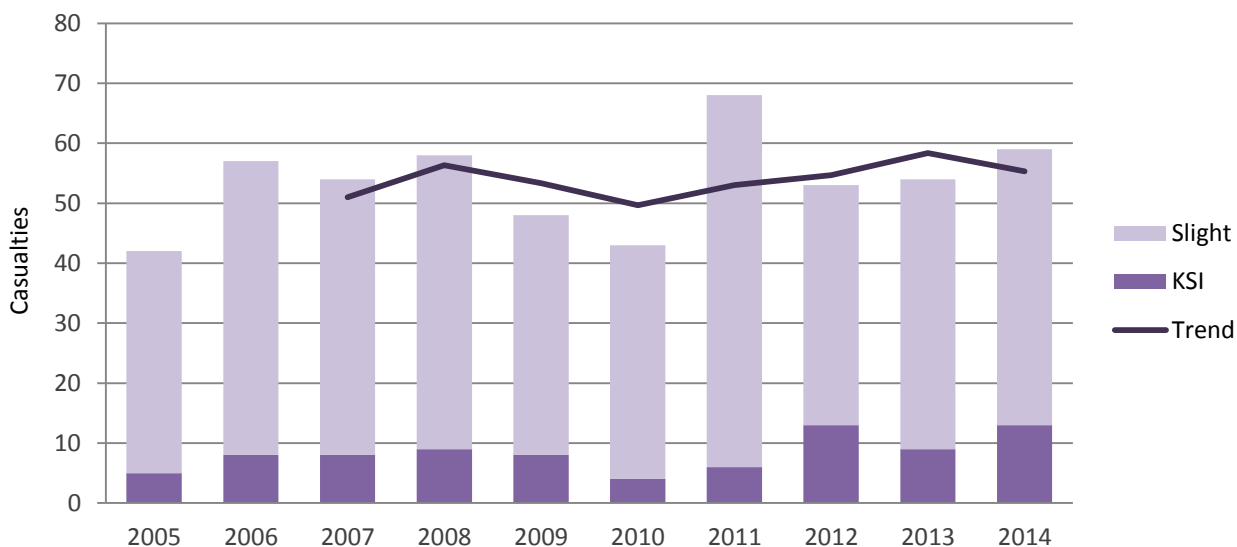
### Road Safety

4.6 Figure 4.4 shows the overall number of cyclists killed or seriously injured on the borough's roads for the last 10. In 2014, 13 cyclists were seriously injured and 46 were slightly injured. There is inevitably some year-on-year variation in the figures, so three year

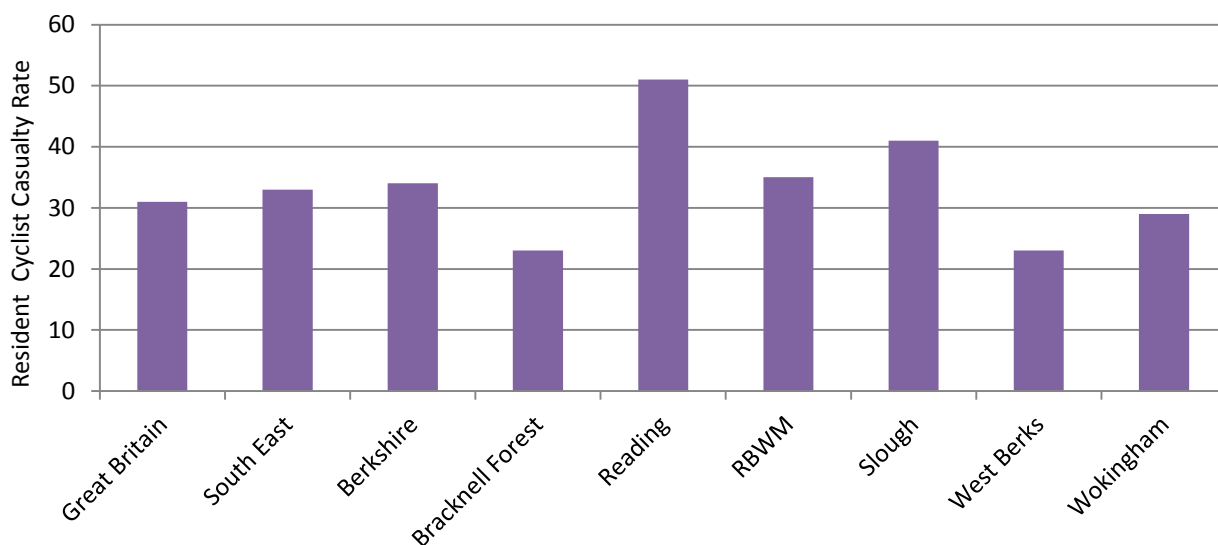
<sup>1</sup> Pucher, J. and Buehler, R, 'Making Cycling Irresistible: Lessons from The Netherlands, Denmark and Germany', Transport Reviews, 28:4, 495-528, DOI:10.1080/01441640701806612

rolling averages are used to counteract this and highlight any significant trends in the data. This shows that since 2005, there has been little overall change in the casualty trend.

**Figure 4.4: Pedal cyclist casualties on roads in the Royal Borough**



**Figure 4.5: Average resident cyclist casualties per 100,000 population rate (2010-14)**



4.7 Figure 4.5 shows average pedal cyclist casualty rates for Royal Borough residents over the period 2010 to 2014. Equivalent statistics are provided for the other Berkshire local authorities, the South East region and Great Britain as comparisons. Windsor and Maidenhead’s resident cyclist casualty rate is 15% higher than the national average, 7% higher than the South East rate and 3% higher than the overall Berkshire rate.

4.8 Between 2010 and 2014, 63% of resident cyclist casualties resulted from collisions on Windsor and Maidenhead’s roads. For collisions outside the borough, 9% were injured in Surrey, 8% in London, 8% elsewhere in Berkshire and 7% in Buckinghamshire. This highlights the need for cross-boundary cycle routes and for close working with neighbouring local authorities.

4.9 Further analysis of crashes resulting in cyclist casualties shows that:

- 41% occur during weekday commuting times (6 – 9 am and 4 – 7pm)
- 83% happen during daylight hours
- nearly two thirds happen at junctions, particularly cross-roads and roundabouts.

4.10 Cyclists were found to be ‘at fault’ in just 29% of crashes, with drivers failing to look properly being the main reason for collisions. Also, anecdotal evidence suggests that ‘motorists failing to give cyclists enough room when overtaking’ is a common safety concern amongst local cyclists.

4.11 Cyclists entering the carriageway from the pavement and poor visibility when cycling at night were amongst the most common causation factors for collisions where the cyclists was ‘at fault’.

#### Public Satisfaction / Benchmarking

4.12 The Royal Borough takes part in the annual NHT Benchmarking Survey<sup>2</sup>, which asks residents for their views on a wide range of highways and transport services, including various aspects of cycling provision. The results from the 2015 survey show that 49.5% of residents are satisfied with cycle routes and facilities in general.

4.13 A detailed breakdown of residents’ satisfaction with various aspects of cycling facilities is provided below, together with average satisfaction scores for participating unitary authorities. The survey results show that satisfactions levels in the Royal Borough are lower than average for all cycling aspects, with the largest satisfaction differential relating to the provision, location and condition of cycle routes.

**Table 4.1: 2015 Cycling benchmarking indicators - comparison with unitary authorities**

<b>Benchmarking</b>	<b>Satisfaction Score</b>	<b>Peer Average</b>	<b>Difference</b>
Provision of cycle routes where needed	49.1	56.0	-6.9
Location of cycle routes / lanes	49.9	55.6	-5.7
Condition of cycle routes	54.7	60.2	-5.4
Cycle crossing facilities at junctions	51.8	56.3	-4.6
Cycle parking	49.5	52.9	-3.4
Direction signing for cycle routes	52.4	57.3	-4.9
Cycle route information (e.g. maps)	50.1	53.9	-3.8
Cycle training (e.g. at schools)	55.6	56.3	-0.7
Cycle facilities at place of work	52.6	55.7	-3.0

<sup>2</sup> <http://nhtsurvey.econtrack.com/>

## 5. Vision, Aims and Objectives

5.1 The following vision statement was developed through consultation with local stakeholders and with reference to the emerging neighbourhood plans:

***“There will be an established cycling culture within the Royal Borough where cycling is seen as a safe, attractive, healthy and normal form of everyday transport for residents, employees and visitors.”***

5.2 The aims of the action plan set out what we need to achieve in order to realise the vision and can be summarised as follows:

- To deliver a safe, direct, convenient, coherent and connected cycle route network
- To improve integration between cycling and other forms of transport
- To ensure that cycling provision is an integral part of the design of new development and is not considered as an afterthought
- To ensure that cycling facilities are designed and built in accordance with (and where appropriate exceed) standards specified in national guidance and best practice
- To improve local health outcomes for residents by increasing cycling activity levels
- To establish monitoring and evaluation mechanisms that will measure the impact of local cycling investment

5.3 A series of SMART (Specific, Measurable, Achievable, Relevant and Time-bound) objectives have been set. Achievement of these objectives will provide a clear indication as to whether the action plan has been successful:

- To achieve a 20% increase in cycling trips between 2015 and 2020
- To reduce cyclist casualties by 20% between 2015 and 2020
- To increase resident satisfaction score for cycle routes and facilities from a baseline of 49.5% in 2015 to 60% by 2020

## 6. Action Plan

### Cycle Routes

6.1 Fears over safety are a major barrier to getting more people cycling. People need to perceive that it is safe to cycle, either because traffic volumes and speeds are low, or because there is dedicated space for cycling that minimises conflict with other road users.

6.2 Cycle route networks need to be designed so they are: safe, continuous, direct, attractive and comfortable. Routes should be capable of meeting the needs of all cyclists from novices or families with young children through to confident commuter and sports cyclists.

6.3 We will:

- Review the current cycle route networks to identify gaps, taking account of current and predicted journey patterns and travel behaviour.
- Develop a network of routes that are suitable for cycling and which connect residential areas to key destinations, such as:
  - Transport interchanges
  - Town and village centres
  - Shops / supermarkets
  - Employment
  - Schools / colleges
  - Healthcare services
  - Leisure facilities
  - Visitor attractions
- Give cyclists priority over side roads and private accesses wherever it is safe to do so.
- Where possible, design facilities to meet or exceed standards set out in national cycling design guidance, taking account of emerging best practice.
- Improve road traffic conditions for cyclists where there is no space for dedicated provision.
- Introduce 20 mph speed limits around schools and in other areas where there may be significant numbers of cyclists and / or pedestrians.
- Ensure that provision of new cycle routes is an integral part of new developments.
- Ensure that provision for cyclists is incorporated in the Borough Local Plan and associated documents such as the Infrastructure Delivery Plan.
- Review and develop maintenance regimes to better consider the needs of cyclists.
- Link to and enhance the public rights of way network where appropriate.
- Work with private landowners to secure new and improved routes where these cannot be delivered within the confines of the public highway or public rights of way networks.
- Work in partnership to develop multi-user routes (wide surfaced paths designed for pedestrians, cyclists and horse riders) and create links to fill gaps in the network.
- Work with neighbouring authorities to secure cross-boundary routes.

6.4 We have already engaged with the Cycle Forum and Neighbourhood Plan Groups to identify potential improvements to the cycle route network. Proposed schemes are shown in Appendix 1.

## Wayfinding

6.5 Wayfinding provides information to help cyclists navigate to their destination, making use of signs, road markings, maps and other environmental signals, as well as electronic devices such as mobile phones and satnavs.

6.6 When designing wayfinding systems, it is important to know what information is required, and to identify where and when it should be provided. Wayfinding should be designed around the needs of the intended user. For example, a commuter would generally seek the quickest, most direct cycle route, while a leisure cyclist may prefer a quieter, more scenic route.

6.7 Wayfinding should be informative, providing data about routes, destinations, terrain, distances and journey times. Wayfinding should be coherent and consistent along routes and across an area. It should also be intuitive and legible without overloading the user or resulting in unnecessary clutter. It should also be legible and understandable by all users, including those with visual, mobility and learning impairments, as well as foreign visitors.

6.8 Wayfinding systems also help to advertise the presence of cycle routes and encourage people to explore and consider making journeys by bike.

6.9 We will:

- Agree a system of wayfinding signs and road markings in consultation with the Cycle Forum and other stakeholders, and drawing on established best practice case studies.
- Consider branding of key routes to give them an identity and provide additional visual clues to those who are following them.
- 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.
- Work with the Cycle Forum and other stakeholders to review and improve the accuracy of online cycling journey planners such as those provided by Google and CycleStreets.



## Cycle Parking

6.10 Having enough convenient and secure cycle parking at people's homes and at cycling destinations is important. Access to cycle storage should be at least as convenient as access to car parking if cycling is to be encouraged.

6.11 Inadequate or poorly designed cycle parking can lead to problems with facilities being unused and bikes being left attached to railings or other items of street furniture. This can look unsightly, cause damage to property and even obstruct pedestrian routes.

6.12 There is an ongoing issue with cycle theft in the Royal Borough, with bikes stolen from residential properties and public spaces (e.g. on-street and transport interchanges). Good quality cycle parking is key to the prevention of cycle theft and hence the promotion of cycling.

6.13 We will:

- Review existing cycle parking provision to identify locations with unmet demand.
- Provide cycle parking within town, village and district centres, at schools and at Council offices that is:
  - Accessible and easy to use
  - Safe and secure – in prominent locations with CCTV / good natural surveillance
  - Fit for purpose – providing good support and allowing multiple fixing points
  - Attractive and in keeping with agreed street furniture schemes
- Consider introducing on-street, secure bikehangars in residential streets where there is significant demand, subject to local consultation (see figure 6.1 below).
- Develop cycle parking standards and design guidance to ensure that there is sufficient capacity for new development and that facilities are designed to a high standard.
- Ensure that damaged cycle parking is replaced promptly.

Encourage cyclists to buy high quality locks and secure their bikes properly.

**Figure 6.1: Bikehangar On-Street Cycle Store**



6.14 We have already engaged with the Cycle Forum and Neighbourhood Plan Groups to identify sites where additional cycle parking is needed. Proposed schemes are shown in Appendices 1 - 10.

## Transport Interchanges

6.15 Cycling can form an integral part of longer-distance journeys. Increasing numbers of people are choosing to cycle to or from train stations, either leaving their bikes at the station, or taking folding bikes on the train. Bikes also have the potential for use as part of longer distance bus and coach journeys.

6.16 With significant growth in rail passenger numbers anticipated on the back of planned investment in trains, electrification, Crossrail and the Western Rail Link to Heathrow, it is important that cycling provision at rail stations is enhanced and access routes improved.

6.17 Many stations car parks are now operating at or close to capacity, while roads around stations can experience significant peak hour congestion. It is therefore important to encourage more rail passengers to travel to and from the station by more sustainable forms of transport, such as cycling.

6.18 We will:

- Review existing cycle routes and cycle parking provision to identify gaps.
- Work with partners in the rail industry to:
  - improve cycle route connectivity to / from stations
  - increase the availability of secure cycle parking at stations
  - ensure adequate on-train capacity for cycles
  - ensure that station buildings are accessible for cyclists (e.g. lifts)
  - develop bespoke station travel plans that encourage and enable sustainable travel to and from rail stations
- Provide cycle parking at bus and coach stops where there is demand.

## Working with Schools

6.19 Across the Royal Borough, the proportion of children who travel to and from school by car is significantly higher than the national average and (with a few notable exceptions) the proportion of pupils who are cycling to school is very low. This leads to increased problems with traffic congestion and contributes to the perception that roads are not safe for cycling. As traffic levels increase, so fewer parents are prepared to let their children walk or cycle to school, which simply exacerbates the situation.

6.20 Teenage years are particularly important as this is a time when attitudes to travel and physical activity become set. There is evidence to suggest that girls and boys have similar attitudes to cycling until the age of 14 at which point gender attitudes diverge and girls often stop cycling<sup>3</sup>. The reasons for this are that teenage girls tend to be more aware of body image while exercising, they are more concerned about safety issues, and they are more worried about peer attitudes to cycling. This trend is particularly pronounced at Windsor Boys and Windsor Girls Schools, which have markedly different levels of cycling to school. The trend appears to continue into adulthood with the annual cycle counts in Maidenhead and Windsor showing that male cyclists outnumber women by 4:1.

6.21 We will:

- Encourage and assist schools and colleges to develop, monitor and maintain their school travel plans, which seek to increase walking and cycling and reduce car use for travel to and from school.
- Work with schools, parents and pupils to identify improvements that can be made to walking and cycling infrastructure to create 'Safer Routes to School'.
- Introduce 20 mph speed limits around schools
- Provide or enhance secure cycle parking provision at schools.
- Provide Level 1 and 2 Bikeability training for primary aged children and Level 3 training for secondary aged children.
- Work with colleagues in Leisure Services and Public Health, and third parties, such as British Cycling to deliver extra-curricular cycling activities such as Go Ride and Breeze with a particular focus on encouraging more girls to cycle.

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<sup>3</sup> Goddard, T. (2013) *'Are Bicycling and Walking Cool? Adolescent Attitudes about Active Travel'*, Portland State University. [Available at: <https://youtu.be/6QO5dEg9u8s>]

## Working with Businesses

6.22 Less than 3% of Borough residents currently cycle to work, despite the fact that over 50% have a commuting distance of 10 km (approximately 6 miles) or less. This suggests that there is significant capacity to encourage more people to leave the car at home and commute by bike.

6.23 There are a number of potential barriers to increasing cycle commuting:

- Over 50% of the adult population do not own / have access to a bike.
- Many adults have not cycled for years and may lack confidence.
- Cycle parking may not be available at some workplaces.
- Showers, changing facilities and storage lockers may not be available at some workplaces.

6.24 We will:

- Encourage businesses to become members of easitMAIDENHEAD<sup>4</sup>, which offers a variety of benefits, such as:
  - loan bikes
  - discounts on new bikes, cycle clothing and equipment
  - bicycle try-out sessions
- Encourage businesses to take part in the National Workplace Cycle Challenge<sup>5</sup>, which aims to get more people cycling through a targeted marketing campaign and an inter-workplace competition.
- Secure Workplace Travel Plans through the planning system and encourage businesses to develop voluntary Travel Plans that promote sustainable forms of transport.
- Provide advice and support to businesses that are looking to provide cycling facilities for their staff.

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<sup>4</sup> <http://www.easit.org.uk/easitmaidenhead.php>

<sup>5</sup> <https://www.lovetoride.net/uk?locale=en-GB>

## Health and Wellbeing

6.25 Cycling has been shown to deliver numerous health benefits, including:

- Improving cardiovascular fitness
- Helping to reduce instances of Type 2 Diabetes
- Toning and building muscle with little impact on joints
- Boosting the metabolism and helping with weight management
- Improving mental health
- Strengthening the immune system

6.26 The Health Profile for Windsor and Maidenhead<sup>6</sup> shows that 44% of adult residents are classed as being physically inactive, while 15.2% of adults and 16.2% of children in year six are classified as obese. This suggests that there is potential to encourage more residents to take up cycling as part of active lifestyles, focusing on those whose are identified to be at risk from factors associated with sedentary lifestyles.

6.27 We will:

- Support local volunteer ride leaders to deliver a programme of led bike rides.
- Work with colleagues in Leisure Services, the Berkshire Sports Partnership and local cycling clubs to deliver cycling taster sessions as part of 'Fit for Life' and Get Berkshire Active's 'Workplace Challenge'.
- Work with colleagues in Public Health and local Clinical Commissioning Groups to include cycling within GP lifestyle management referral schemes.

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<sup>6</sup> APHO (2015) 'Health Profile 2015 – Windsor and Maidenhead' [Available at: <http://www.apho.org.uk/resource/item.aspx?RID=171938>]

## Recreation and Sports Cycling

6.28 There are many existing opportunities for recreational cycling in and around the Royal Borough, including the Jubilee River, permitted routes through Windsor Great Park and paths round Dorney Lake, as well as various bridleways and byways.

6.29 The Royal Borough is served by several long-distance cycle routes including arms of the National Cycle Network and the London to Land's End Cycle Route, which is becoming popular amongst cycle tourers.

6.30 There are several charity rides and sportives that finish in / pass through the area, including Palace to Palace, London to Windsor, and London Revolution. Local roads are also used for numerous cycling time trials and triathlons. This requires careful traffic management to ensure the safety of users and to balance competing pressures on the road network.

6.31 There is also increasing demand for specialist cycling facilities within the borough, including a closed road cycling circuit and mountain bike trails, which has been identified through the Cycle Forum and evidence of illegal activity on private land.

6.32 We will:

- Enhance existing recreational cycling routes / develop new routes in order to meet local demand.
- Provide and enhance links to existing recreational cycle routes, such as the National Cycle Network, the Jubilee River and Windsor Great Park.
- Work with Sustrans, neighbouring authorities and local landowners to enhance local elements of the National Cycle Network and develop / link to new NCN Routes.
- Work with partners in the visitor economy to promote sustainable tourism, including cycle touring.
- Work with local landowners to explore the potential for creating new / improved mountain bike routes in the borough.
- Work with local landowners and British Cycling to explore the potential for creating a closed cycling circuit in the borough.
- Work with local clubs wishing to run triathlons, time trials and road races on the public highway, ensuring that these are coordinated with other planned events, and that impacts on residents and other road users are minimised. We will also ensure that such events have the permission of the police.
- Work with charity bike ride / sportive organisers wishing to organise events on the public highway, ensuring that these are coordinated with other planned events, and that impacts on residents and other road users are minimised.

## **Practical Support and Training**

6.33 New or returning cyclists may need practical advice and training to address issues and concerns that they may have and to give them the confidence to be able to make everyday journeys by bike. This may include:

- Training on how to ride safely in traffic (e.g. adult Bikeability)
- Education about how to undertake basic cycle maintenance and repairs (e.g. checking brakes, inflating tyres, oiling a chain, fixing punctures, etc)
- Dr Bike sessions where cyclists can get their bike checked and adjusted, and receive advice on any repairs that are needed
- Journey planning advice to help cyclists find routes to local destinations based on their particular needs (e.g. quietest or quickest routes)

6.34 In order to be most effective, programmes should seek to engage local businesses as well as borough residents.

6.35 We will:

- Work with Maidenhead Cycle Hub, Parkwood Leisure, cycle shops and other partners to develop a training and education programme for local cyclists – this should be scalable to reflect funding availability.



## **Marketing and Communications**

6.36 Marketing and communications are vital for engaging existing and potential cyclists, understanding their needs, and informing them about schemes and initiatives that may be of interest and benefit to them.

6.37 In order to be effective the Council and its partners must engage their audiences via their preferred channels and provide information in their preferred formats. Wherever possible, content should be tailored to the needs of particular market segments.

6.38 We will:

- Hold regular meetings of the Cycle Forum
- Engage with existing and potential cyclists via social media
- Include regular articles on cycling in 'Around the Royal Borough'
- Provide cycling information on the Council's website
- 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.
- Deliver cycle security campaigns to help reduce instances of cycle thefts
- Promote national and local events that are designed to encourage more people to cycle (e.g. led bike rides, Workplace Cycle Challenge, Bike Week events, etc)

## 7. Funding

7.1 We will seek to make effective use of existing internal funding sources, including:

- Local Transport Plan Capital Programme
- Highways maintenance budgets
- Public health budgets
- Physical activity budgets
- Developer contributions

7.2 This will require joint working between different services areas.

7.3 We will also seek to make effective use of external funding sources, such as:

- Local major transport scheme funding<sup>7</sup>
- Local Growth Deal funding<sup>7</sup>
- Highways England funding
- Department for Transport funding (including Bikeability Grant)
- Funding for improvements at rail stations (e.g. Access for All, National Station Improvement Programme, and funding provided by train operating companies)
- Sport England / British Cycling funding
- Corporate sponsorship
- Heathrow Airport

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<sup>7</sup> Funding bids submitted via the Thames Valley Berkshire Local Enterprise Partnership

## 8. Monitoring

8.1 Regular monitoring is essential in order to track progress towards aims and objectives. The Royal Borough proposes to use a variety of performance indicators and monitoring tools, which are summarised in Table 8.1.

**Table 8.1: Proposed performance indicators and monitoring tools**

<b>Indicator</b>	<b>Methodology</b>	<b>Frequency</b>	<b>Baseline</b>
Changes in cycling trips	Before and after counts for major cycling schemes	As required	-
	Cordon counts around Maidenhead and Windsor town centres	Annual	Maidenhead: 1,452 trips Windsor: 2,409 trips (2015)
Percentage of cyclists who are female	Cordon counts around Maidenhead and Windsor town centres	Annual	Maidenhead: 20% Windsor: 14% (2015)
Cycling casualties on Royal Borough Roads	Police Stats 19 records	Annual	Killed: 0 Seriously Injured: 13 Slightly Injured: 46 (2014)
Cycling satisfaction score	NHT Benchmarking Survey	Annual	49.5 (2015)
Number of children receiving Bikeability training	Cycle instructor records	Annual	836 Children trained
Number of reported cycle thefts	Police crime reports	Annual	263 (2014/15)

## Appendix 1: Area Profile - Ascot & the Sunnings

### 1. Description of the Area

The south of the borough comprises the following wards: Ascot and Cheapside; Sunninghill and South Ascot; and Sunningdale. The area is bounded by Windsor Great Park to the north, Bracknell Forest to the west and north-west and Surrey to the south and east.

### 2. Local Destinations

The following have been identified as the main cycling destinations within the local area:

Community:

- Ascot Durning Library
- Sunningdale Container Library
- Sunningdale Parish Offices
- Sunningdale Village Hall
- Sunninghill Library
- Sunninghill and Ascot Parish Offices
- The Hope Centre
- The Pavilion

Education:

- Charters School
- Cheapside Primary School
- Heathermount School (Special)
- Holy Trinity C of E Primary School
- Hurst Lodge School (Independent)
- Papplewick School (Independent)
- St Francis Catholic Primary School
- St George's School, Ascot (Independent)
- St Mary's School, Ascot (Independent)
- St Michael's C of E Primary School
- South Ascot Village Primary School
- Sunningdale School (Independent)
- The Marist Schools (Independent)

Employment:

- Ascot Racecourse
- South Ascot Industrial Estate

Leisure

- Ascot Racecourse
- Charters Leisure Centre
- Virginia Water
- Windsor Great Park

Shopping:

- Ascot Village Centre

- South Ascot Centre
- Sunninghill Village Centre
- Sunningdale Village Centre (including Waitrose superstore)

Transport:

- Ascot Station
- Sunningdale Station

Given that the area is virtually surrounded by neighbouring local authorities, cross-boundary links are important.

### **3. Existing Cycling Activity**

There is little existing data on cycling activity levels within the area. [Strava Heat Maps](#) provide some indication as to cycling levels, but the data must be treated with a degree of caution, since the Strava smartphone apps tends to be used by sports cyclists rather than utility cyclists. Therefore, the results are not necessarily representative of everyday cycling activity.

Notwithstanding these caveats, the heat maps show that there are a number of routes that are currently well-used by cyclists, including many of the A and B roads:

- A30 London Road
- 
- A329 London Road / High Street
- A330 Devenish Road / Brockenhurst Road / Station Hill
- A330 Hatchet Lane / Winkfield Road
- A332 Windsor Road
- B383 Broomhall Lane / Buckhurst Road / Sunningdale Road
- B3020 High Street / Bagshot Road

Minor roads that are well used include:

- Cheapside Road
- Coronation Road
- Mill Lane
- New Mile Ride
- Watersplash Lane

### **4. Existing Cycling Infrastructure**

The area has little in the way of existing cycling infrastructure. The only cycle route is along the A329 London Road, from the Bracknell Boundary to Heatherwood Roundabout and up to Burleigh Road. This is being extended towards Ascot Town Centre with the existing crossing outside the racecourse reception upgraded to a toucan crossing.

Cycle parking is provided at the following locations:

- A329 London Road – bus stop opposite Heatherwood Hospital (west)
- Ascot High Street
- Ascot Station
- High Street, Sunninghill
- Sunningdale Station

## **5. Key Issues**

The following issues have been identified from a desktop audit and previous correspondence:

- The area is crossed by a large number of main roads, including the A30, A329, A330, A332, B383, and B3020.
- A lack of available highway land is a key constraint to providing more cycle routes.
- There are few through routes in the area, which makes it difficult to create filtered permeability for cyclists (i.e. through routes for cyclists but not motor vehicles).
- Charters School and Leisure Centre is surrounded by busy main roads and is particularly challenging to cycle to.
- There are no cross-boundary cycle routes.
- Ascot Racecourse and Windsor Great Park are major visitor destinations, and roads can be heavily trafficked outside of the traditional commuter peak hours.
- Visitor numbers to the Great Park have increased considerably in recent years, reaching 4 million per year. The area is very popular with cyclists and there is significant conflict between cyclists and other visitors at weekends and public holidays.
- Much of Windsor Great Park is affected by environmental designations, including Special Area of Conservation and Sites of Special Scientific Interest – these limit the potential for additional cycle routes to Windsor and to The Lookout in Bracknell.
- Crown Estate owns many of the highway verges alongside public roads through the Great Park, which restricts where cycle routes can be constructed.
- The lack of cycling infrastructure means that cycling trips are low for commuting and education purposes.
- There is no cycle parking serving local shops in South Ascot and Sunningdale.
- There are few major developments planned for the area that will provide / fund new cycle facilities.

## **6. Road Safety**

The following cyclist casualties have been recorded in the area during the five years 2009 - 2013:

- 0 fatal
- 3 serious
- 17 slight casualties.

The following locations have clusters of three or more casualties:

- A329 London Road / A332 Windsor Road / A329 High Street / A332 Kings Ride (Heatherwood Roundabout).

The following schools have taken part in Bikeability during the 2015/16 academic year:

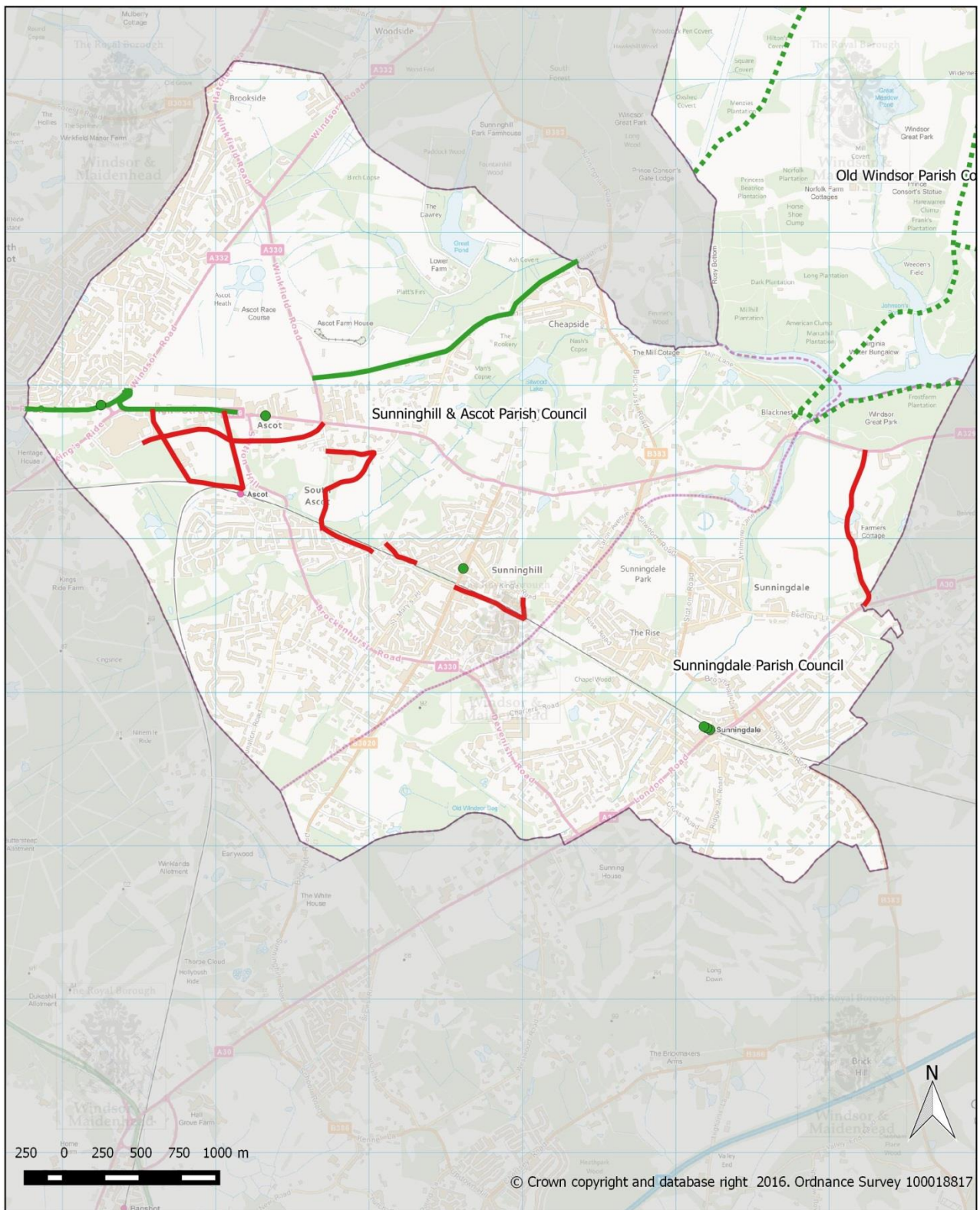
- Charters
- Holy Trinity Primary School
- St Francis Primary School
- St Michael's Primary School
- South Ascot Village School.

## 7. Action Plan

A number of potential actions have been identified to respond to the issues identified in the audit. These will be consulted upon internally and with key stakeholders including ward members, parish councils, the neighbourhood plan group, the cycle forum, and neighbouring local authorities.

Action	Responsibility	Deliverability	Cost
1. Encourage local schools to take part in the Bikeability training programme.	Transport Policy	✓✓✓	£
2. Install cycle parking at Chobham Road shops	Transport Policy	✓✓✓	£
3. Install cycle parking at South Ascot shops	Transport Policy	✓✓✓	£
4. Upgrade the surface on Wells Lane (Sunninghill Byway 23)	Transport Policy / PRoW	✓✓✓	££
5. Install toucan crossing on A329 High Street opposite the Racecourse reception.	Transport Policy	✓✓✓	££
6. Investigate upgrading (Sunninghill Footpath 10)	Transport Policy / PRoW	✓✓	££
7. Upgrade Exchange Road to provide a cycle route connecting both ends (Byway 35)	Transport Policy / PRoW	✓✓	££
8. Upgrade the surface on Sunningdale Bridleway 1	Transport Policy / Surrey County Council	✓✓	££
9. Investigate the potential to upgrade the cycle route between Ascot and Ascot Gate, Cheapside.	Transport Policy / Bracknell Forest Council	✓✓	£££
10. Liaise with adjacent landowners / Network Rail re construction of a cycle route to Charters School / Leisure Centre	Transport Policy / Ascot & Sunnings Neighbourhood Plan Group	✓	£££
11. Secure a cycle route between High Street, Sunninghill and King's Corner as part of the gas holder site redevelopment.	Highways Development Control	✓	£££

**Figure 1: Ascot, Sunninghill and Sunningdale**



**Map of Existing and Proposed Cycle Routes and Cycle Parking Sites in Ascot and the Sunnings**

**Legend**

- Existing cycle parking sites
- Existing cycle routes:
- Proposed cycle routes
- Crown Estate
- RBWM



## Appendix 2: Area Profile: Bisham and Cookham

### 1. Description of the Area

Bisham and Cookham are the most northerly parishes in the borough. They are predominantly rural in nature, incorporating the settlements of Bisham, Burchetts Green (part), Cookham Dean, Cookham Rise and Cookham.

### 2. Local Destinations

The following have been identified as the main cycling destinations within the local area:

Community:

- Cookham Dean Village Hall
- Cookham Library
- Pinder Hall

Education:

- Bisham CE Primary School
- Cookham Dean C.E. Aided Primary School
- Cookham Rise Primary School
- Holy Trinity C of E Primary School
- The Herries Preparatory School

Employment /Business:

- Moor Hall, Cookham
- The Odney Club, Cookham

Sports / Leisure:

- Bisham Abbey National Sports Centre
- River Thames (Cookham and Bisham)
- Stanley Spencer Gallery, Cookham

Shopping:

- Cookham Village Centre
- Cookham Rise Village Centre
- Stubbings Garden Centre

Transport Interchanges:

- Cookham Station

Cross-boundary links are important for communities in the north of the borough, since in some cases residents are closer to Marlow and Bourne End than they are to Maidenhead.

Since there are no secondary schools in the area, pupils must travel to schools in Maidenhead, Marlow and Bourne End.

### 3. Existing Cycling Activity

There is little existing data on cycling activity levels within the area. [Strava Heat Maps](#) provide some indication as to cycling levels, but the data must be treated with a degree of caution, since the Strava smartphone apps tends to be used by sports cyclists rather than utility cyclists. Therefore, the results are not necessarily representative of everyday cycling activity.

Notwithstanding these caveats, the heat maps show that there are a number of routes that are currently well-used by cyclists, including all of the A and B roads:

- A308 Marlow Road
- A4130 Henley Road
- A4094 Sutton Road / Sheet Street Road
- B4447 High Street / The Pound / Maidenhead Road / Cannondown Road / Switchback Road North

Minor roads that are well used include:

- Bisham Road
- Temple Lane
- Quarry Wood Road
- Winter Hill / Terry's Lane
- Dean Lane
- Lower Road
- Grubwood Lane / Hockett Lane / Winter Hill Road
- Hills Lane / Spring Lane
- Choke Lane / Long Lane
- Henley Road

#### **4. Existing Cycling Infrastructure**

The permitted cycle route between Maidenhead and Cookham Rise forms part of [National Cycle Network Route 50](#), which was conceived as a long-distance cycle route between Maidenhead and Winslow. However, the path has been made all but impassable for cyclists and pedestrians with pushchairs and wheelchairs, because the landowner has welded bars across the cycle gates at various locations across the route in order to keep out mini motorbikes. Now, only bikes of a particular size and shape can get through. The landowner refuses to remove them and the council has no powers to make him do so, since it is a permitted path rather than a cycle track or public right of way.

Other local routes include the shared use footway / cycleway that runs along the east side of Switchback Road North and Cannondown Road, which provides a link between Maidenhead and Cookham Rise.

There is also a signed quiet route between Maidenhead and Hurley via Dungrove Hil Lane and Hurley Lane, which crosses the A404 via an underpass.

Public cycle parking has been provided at Cookham Station.

Few of the destinations identified in Section 2 are served by the current cycle route network. However, there are 20 mph speed limits through The Pound, on High Road outside Cookham Rise Primary School and on School Lane outside Holy Trinity C of E Primary School in Cookham. An advisory 20 mph is proposed for Bisham Road / Marlow Road supported by flashing lights at the start and end of the school day.

#### **5. Key Issues**

The following issues have been identified from a desktop audit and previous correspondence:

- NCN50 is inaccessible for the majority of cyclists due to the barriers welded across the gates.

- The existing cycle route between Cookham Rise and Maidenhead does not link through to the centre of either settlement.
- Although there are some pleasant, quiet lanes in the area, there are few dedicated cycle routes, which may deter people from making for local journeys by bike.
- Some local lanes are heavily used by motorists during peak periods. This makes them unattractive for commuter cycling.
- Cross-boundary cycling links are poor – neither Cookham Bridge nor Marlow Bridge has provision for cyclists. Traffic signals do not allow cyclists to clear Cookham Bridge before a green signal is given to opposing traffic. Both bridges are listed structures, which limits opportunities for providing parallel / cantilevered cycle bridges.
- The area is crossed by a number of main roads, including the A308, A404, A4094 and A4130, which are heavily trafficked and difficult to cross, presenting major barriers to cycling. The Bisham Roundabout junction of the A308 / A404 is particularly hazardous for cyclists.
- Few children / young people currently cycle to school / college, which may be due to the lack of protected cycle routes.
- There is currently no cycle parking at Cookham Dean Primary School and cycle parking at Cookham Rise Primary School is poorly located.
- There is no cycle parking serving the shops in Cookham and Cookham Rise, nor at Cookham Library.
- Despite not being permitted, cycling on the Thames Path and parallel public footpaths is commonplace, particularly between Temple and Hurley.
- A lack of available highway land is a key constraint to providing more cycle routes.
- Previous attempts to introduce cycle routes in the area have been unsuccessful due to objections from parish councils and local landowners.
- Some bridleways and byways are unsurfaced and are therefore unsuitable for utility cycling trips.
- The small size of local communities and the low numbers of cyclists make it hard to achieve high cost benefit ratios for major cycling investment in the area.
- There are few major developments planned for the area that will provide / fund new cycle facilities.
- Park Wood, The Hockett, Quarry Wood, Long Copse and Coney Copse are being used extensively for mountain biking, including paths that are not currently designated as public rights of way and those that are designated only as public footpaths.

## **6. Road Safety**

The following cyclist casualties have been recorded in the area during the five years 2009 - 2013:

- Zero fatal
- Three serious
- Three slight casualties.

Two of the above casualties occurred at the Bisham Roundabout at the junction of the A404 / A308.

The following schools have taken part in Bikeability during the 2015/16 academic year:

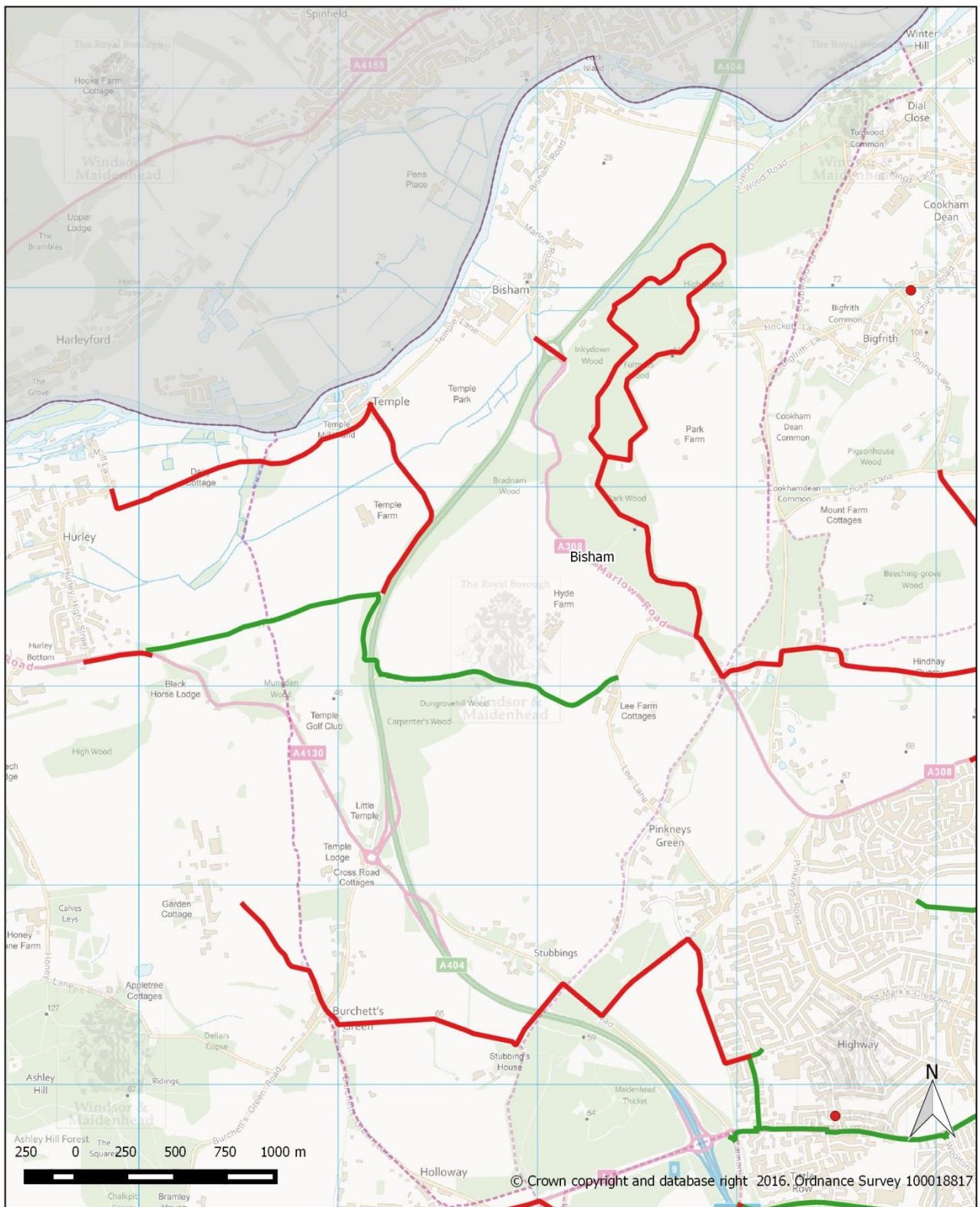
- Cookham Dean CE Primary School
- Cookham Rise Primary School
- Holy Trinity C of E Primary School.

## 7. Action Plan

A number of potential actions have been identified to respond to the issues identified in the audit. These will be consulted upon internally and with key stakeholders including ward members, parish councils, the neighbourhood plan group, the cycle forum, and neighbouring local authorities.

<b>Action</b>	<b>Responsibility</b>	<b>Deliverability</b>	<b>Cost</b>
1. Encourage local schools to take part in the Bikeability training programme.	Transport Policy	✓✓✓	£
2. Improve direction signing on existing cycle routes.	Transport Policy	✓✓✓	£
3. Install cycle parking in Cookham and Cookham Rise village centres and at Cookham Library.	Transport Policy	✓✓✓	£
4. Relocate / upgrade cycle parking at Cookham Rise Primary School	Transport Policy	✓✓✓	££
5. Liaise with landowners regarding a new cycle link between Hurley Lane and Bradenham Lane.	Transport Policy / Public Rights of Way	✓✓	££
6. Liaise with landowners regarding the potential for cycle access between Hurley and Bisham along Temple Lane.	Transport Policy / Public Rights of Way	✓✓	££
7. Liaise with Highways England to secure improvements for cyclists as part of the Bisham Roundabout improvements.	Traffic Management & Road Safety	✓✓	£££
8. Liaise with landowners regarding cycle links between Maidenhead, Cookham, Cookham Rise and Cookham Dean, as well as possible connections to Bourne End.	Transport Policy / Public Rights of Way	✓✓	£££
9. Liaise with local landowners regarding the potential for establishing formal mountain bike trails in Park Wood, The Hockett, Quarry Wood, Long Copse and Coney Copse.	Transport Policy / Public Rights of Way	✓	£££
10. Investigate the potential for a new cycle route between BCA and Maidenhead.	Transport Policy / Public Rights of Way	✓	£££
11. Liaise with landowners regarding construction of a new cycle route parallel to the A4094 between Maidenhead and Cookham as an alternative to NCN50.	Transport Policy / Public Rights of Way	✓	£££

**Figure 1: Bisham and Cookham (West)**

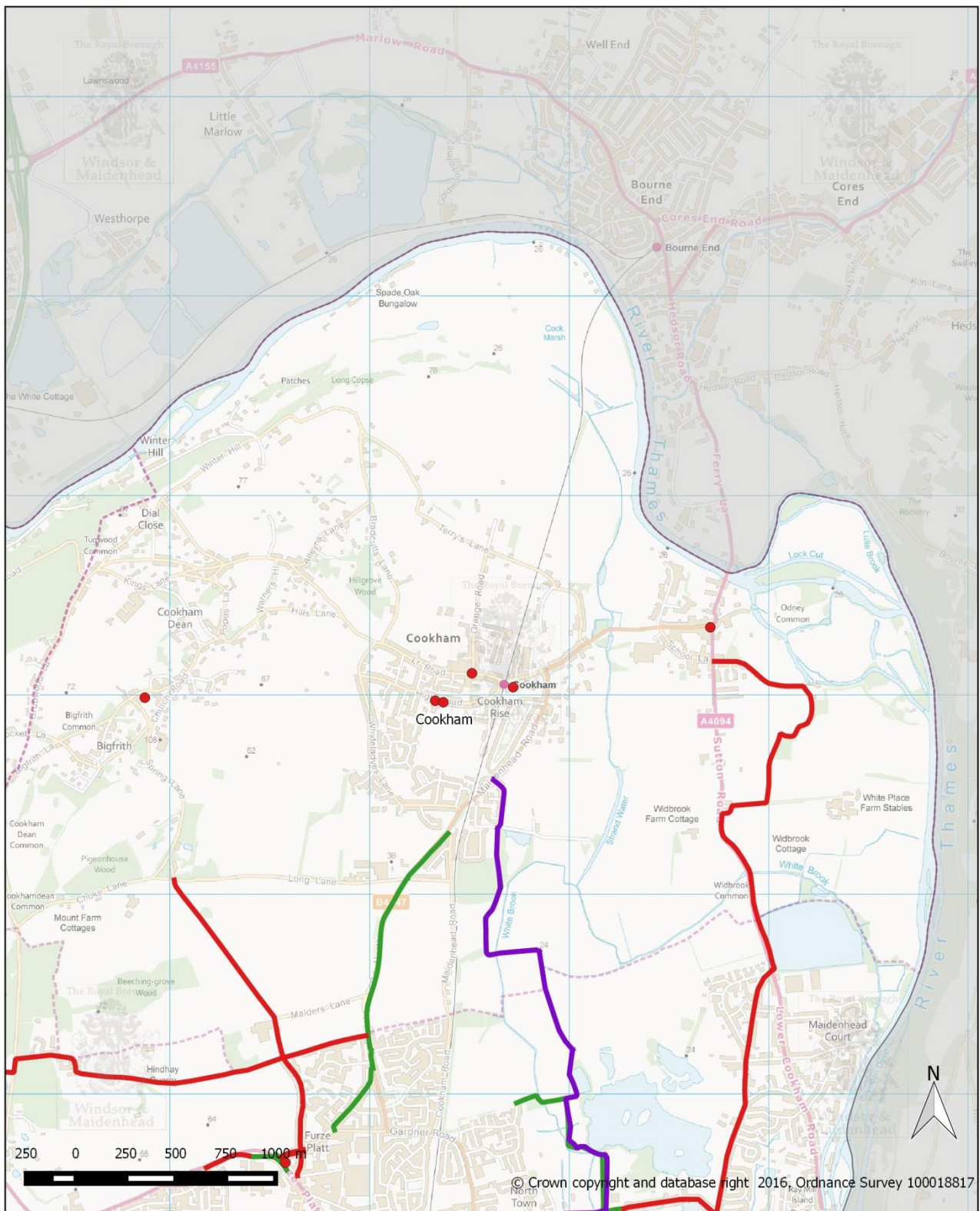


**Map of Existing and Proposed Cycle Routes and Cycle Parking Sites in Bisham and Cookham**

**Legend**

- Proposed cycle parking sites
- Existing cycle routes:
- Proposed cycle routes
- RBWM

**Figure 2: Bisham and Cookham (East)**



**Map of Existing and Proposed Cycle Routes and Cycle Parking Sites in Bisham and Cookham**

**Legend**

- Proposed cycle parking sites
- Existing cycle routes:
- Proposed cycle routes
- RBWM
- National Cycle Network

## Appendix 3: Area Profile - Bray

### 1. Description of the Area

Bray Parish occupies the area to the south of the River Thames between Maidenhead and Windsor. It incorporates the settlements of Bray, Holyport, Moneyrow Green, Touchen End, Paley Street (part), Fifield, Oakley Green, and the western fringe of Windsor.

### 2. Local Destinations

The following have been identified as the main cycling destinations within the local area:

Community:

- Bray Village Hall
- Holyport Village Hall

Education:

- Alexander First School
- Braywick Court School
- Braywood C of E First School
- Holyport C of E Primary School
- Holyport College

Employment:

- Prior's Way Industrial Estate

Leisure

- Bird Hills Golf Centre
- Bray Lake Water Sports
- Bray Village Centre
- Braywick Park
- River Thames

Shopping:

- Holyport Village Centre
- Squires Garden Centre
- Tithe Barn Shops
- Wyevale Garden Centre

Cross-boundary links are important for local communities (e.g. Bracknell is a major centre of employment).

Most secondary school pupils travel outside the parish to attend schools in Maidenhead or Windsor.

### 3. Existing Cycling Activity

There is little existing data on cycling activity levels within the area. [Strava Heat Maps](#) provide some indication as to cycling levels, but the data must be treated with a degree of caution, since the Strava smartphone apps tends to be used by sports cyclists rather than utility cyclists. Therefore, the results are not necessarily representative of everyday cycling activity.

Notwithstanding these caveats, the heat maps show that there are a number of routes that are currently well-used by cyclists, including all of the A and B roads:

- A308 Windsor Road
- A330 Ascot Road
- B3024 Forest Green Road / Oakley Green Road
- B3028 Bray Road / Upper Bray Road

Minor roads that are well used include:

- Harvest Hill Road
- Hibbert Road
- Old Mill Lane / Monkey Island Lane
- Holyport Road
- Moneyrow Green
- Drift Road
- Fifield Lane
- Fifield Road

It should be noted that Drift Road is a popular route for cycle racing including time trials and triathlon events, as well as mass participation / charity bike rides.

#### **4. Existing Cycling Infrastructure**

The area is crossed by [NCN4](#), which is a long-distance cycle route between London and Fishguard, via Reading, Bath, Bristol, Swansea, Carmarthen, Tenby, Haverfordwest and St David's. It also forms part of the [London to Land's End](#) long-distance cycle route that is becoming increasingly popular with British and European cycle tourists.

NCN4 also provides local links between Maidenhead, Bray and Windsor. The route mostly follows quiet roads, such as Monkey Island Lane, and surfaced public rights of way, such as The Green Way through Braywick Park. It crosses the Thames into Buckinghamshire via Monkey Island Bridge.

There is also a shared use path along the northern side of the A308 that connects Maidenhead and Windsor.

Public cycle parking has been provided at the following locations:

- Braywick Nature Centre

Few of the destinations identified in Section 2 are served by the current cycle route network. However, the following areas are traffic calmed and subject to a 20 mph speed limits:

- Guards Road (on the approach to Alexander First School)
- Bray Road (within the village centre)

An advisory 20 mph speed limit has been introduced on Oakley Green Road, with flashing lights that operate at the start and end of the school day. A similar scheme is proposed for Holyport C of E Primary School and will be implemented shortly.

#### **5. Key Issues**

The following issues have been identified from a desktop audit and previous correspondence:

- There are few dedicated cycle routes, which may deter people from making local journeys by bike.



- The width of the footway / cycleway along the north side of the A308 is very narrow, which makes it difficult for cyclists to pass other path users. There is also limited visibility between cyclists and motorists emerging from side-roads and numerous private accesses, which has led to several (damage only) collisions. It also has numerous level changes, which makes cycling uncomfortable, and cyclists frequently have to give way at side roads. As a result, many cyclists choose to remain on-carriageway.
- Cross-boundary cycle links to Bracknell are poor.
- The area is crossed by a number of main roads, including the A308, A330, B3024, B3028 and B3383, which are heavily trafficked with significant numbers of HGV movements. As such, they present significant barriers to cycling.
- Cyclists using the A308 and A330 at peak times cause significant congestion due to the narrowness of the roads, the volume of traffic and a lack of overtaking opportunities.
- Many rural roads are used as cut-throughs by motorists during peak periods. This makes them unattractive for commuter cycling.
- Inappropriate traffic speeds on some routes can cause problems for cyclists (e.g. Drift Road).
- Very few children / young people currently cycle to school / college due to the lack of protected cycle routes.
- Although NCN4 is waymarked, there are few destination signs at key junctions.
- There is no cycle parking serving Holyport Village Centre or the Tithe Barn shops.
- A lack of available highway land is a key constraint to providing more cycle routes.
- There are no cycle bypasses for the traffic calming in Bray Village.
- Some bridleways and byways are unsurfaced and are therefore unsuitable for utility cycling trips.
- It can be difficult to achieve high cost benefit ratios for major cycling investment to serve some of the more rural communities.

## **6. Road Safety**

The following cyclist casualties have been recorded in the area during the five years 2009 - 2013:

- Zero fatal
- Ten serious
- Fourteen slight casualties.

Locations with more than one incident included:

- Braywick roundabout (2 serious and 3 slight casualties)
- A308 Braywick Road / Harvest Hill Road (1 serious and 1 slight casualty)
- A308 Windsor Road / Holyport Road (2 slight casualties)
- B3024 Oakley Green Road, near Braywood School (1 serious and 1 slight)
- Drift Road / Fified Lane (2 slight casualties)
- Drift Road north of Winkfield Lane (3 serious\*)

\*All three cyclists were involved in the same incident and were taking part in a competitive cycling event.

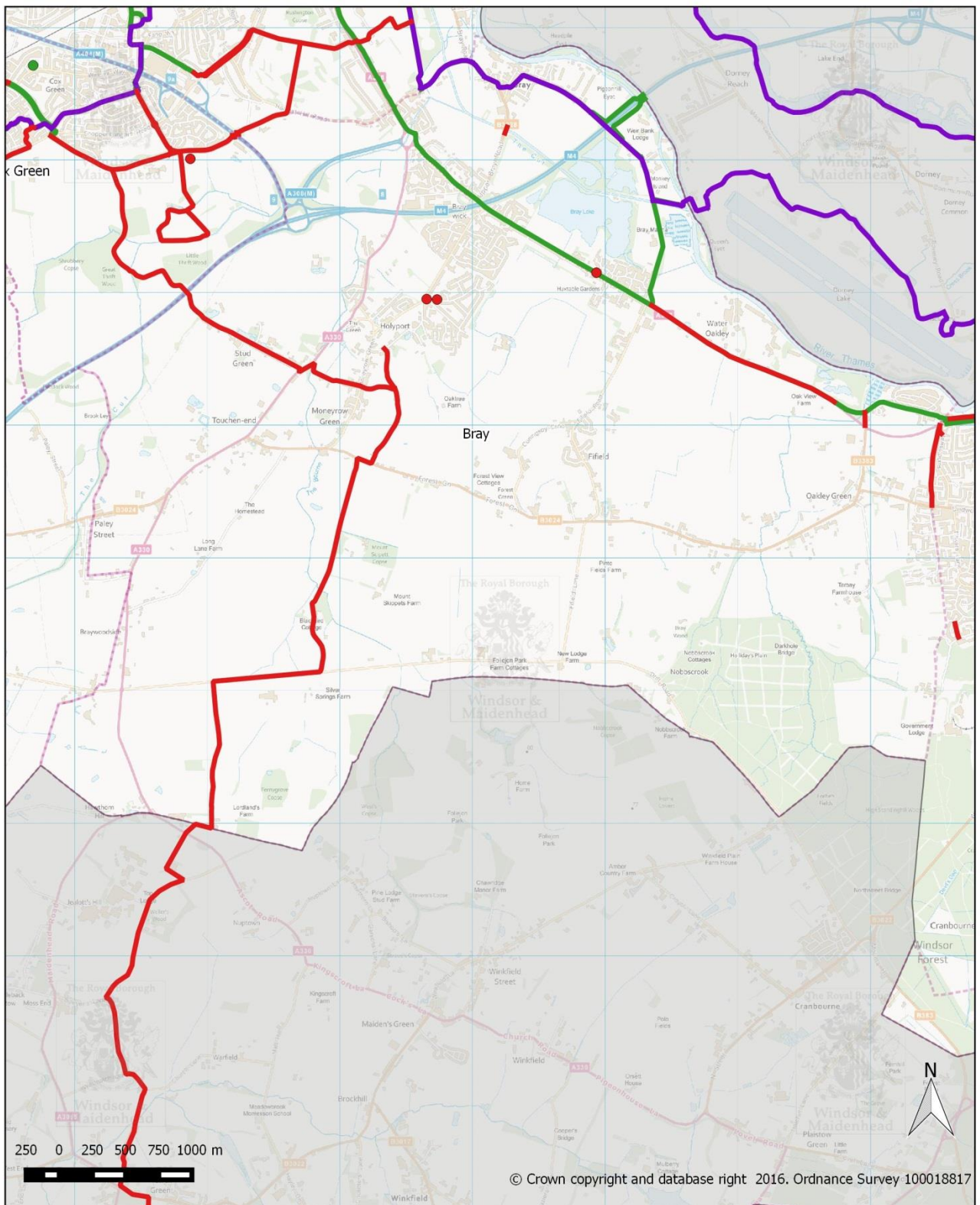
None of the schools in Bray have taken part in Bikeability during the 2015/16 academic year.

## 7. Action Plan

A number of potential actions have been identified to respond to the issues identified in the audit. These will be consulted upon internally and with key stakeholders including ward members, parish councils, the neighbourhood plan group, the cycle forum, and neighbouring local authorities.

<b>Action</b>	<b>Responsibility</b>	<b>Deliverability</b>	<b>Cost</b>
1. Encourage local schools to take part in the Bikeability training programme.	Transport Policy	✓✓✓	£
2. Provide cycle parking at Holyport Village Centre and Tithe Barn shops	Transport Policy	✓✓✓	£
3. Improve direction signing on existing cycle routes.	Transport Policy	✓✓✓	£
4. Continue to support the use of Drift Road for sports cycling events / mass participation rides.	Traffic Management & Road Safety	✓✓✓	£
5. Introduce an advisory 20 mph speed limit around Holyport C of E Primary School.	Traffic Engineering	✓✓	££
6. Investigate options for upgrading Bray Bridleways 23, 29 and 64 to improve the cycle route between Maidenhead and Bracknell.	Transport Policy / Public Rights of Way	✓✓	£££
7. Replace Bray Bridge with a new structure incorporating a protected cycling and pedestrian route.	Transport Policy	✓✓	£££
8. Liaise with local landowners / developers to secure land necessary to widen the A308 shared use footway / cycleway between Fifield and Windsor.	Transport Policy / Highways Development Control	✓	£££
9. Investigate an alternative to the A308 cycle route between Monkey Island Lane and The Bingham via Monkey Island Lane and Hibbert Road / The Causeway.	Transport Policy	✓	£££

**Figure 1: Bray**



**Map of Existing and Proposed Cycle Routes and Cycle Parking Sites in Bray**

**Legend**

- Proposed cycle parking sites
- Existing cycle parking sites
- Proposed cycle routes
- Existing cycle routes:
  - RBWM
  - National Cycle Network

## Appendix 4: Area Profile - Datchet

### 1. Description of the Area

Datchet is situated on the north side of the River Thames to the east of Windsor. It is adjacent to Slough, which is an important destination for commuting, education and retail journeys. Datchet Station lies on the Windsor to London Waterloo railway line.

### 2. Local Destinations

The following have been identified as the main cycling destinations within the local area:

Community:

- Datchet Library
- Datchet Village Hall

Education:

- Churchmead School
- Datchet St Mary's C of E Primary School

Employment:

- Datchet Village Centre
- Ditton Park

Leisure

- Jubilee River
- Liquid Leisure
- Thames Valley Athletics Centre
- Upton Court Park (including BMX track)

Shopping:

- Datchet Village Centre
- Tesco Express, Horton Road

Transport:

- Datchet Station

Cross-boundary links are important for local communities, with many people cycling to Slough and Langley for commuting purposes.

There are significant numbers of young people living in Datchet who attend secondary schools in Windsor and Slough / Langley.

### 3. Existing Cycling Activity

[Strava Heat Maps](#) provide some indication as to cycling levels in other parts of the parish, but the data must be treated with a degree of caution, since the Strava smartphone apps tends to be used by sports cyclists rather than utility cyclists. Therefore, the results are not necessarily representative of everyday cycling activity.

Notwithstanding these caveats, the heat maps show that there are a number of routes that are currently well-used by cyclists, including:

- B376 Slough Road / Horton Road

- B470 Windsor Road / London Road / Major's Farm Road
- B3021 Southlea Road
- B3026 Eton Road
- High Street
- Queen's Road
- Riding Court Road
- The Myrke
- Upton Court Park

#### **4. Existing Cycling Infrastructure**

[National Cycle Network Route 61](#) crosses the northern edge of Datchet ward. This is a long-distance cycle route that connects Maidenhead to Hatfield, Welwyn Garden City, and Hertford. It follows the Jubilee River as far as The Myrke before crossing the B376 Slough Road into Upton Park.

There is a cycle track / shared use path along the south side of the B376 Horton Road between Litchfield Road and the village centre.

There is a shared use path along the south side of the B470 Major's Farm Road between Ditton Road and the borough boundary. This route crosses the Borough boundary to link into Slough's cycle route network via the A4.

There is also a cycle track that runs through Ditton Park, where access is permitted and maintained by the site owner, Computer Associates.

Public cycle parking has been provided at the following locations:

- Datchet Station

A number of the destinations identified in Section 2 are served by the current cycle route network.

Also, Datchet village centre is traffic calmed with speed cushions and subject to a 30 mph speed limit.

#### **5. Key Issues**

The following issues have been identified from a desktop audit, site visits and previous correspondence:

- Cycle links to / from Datchet Village Centre are poor.
- There is no direct cycle link to Windsor.
- NCN 61 and the route through Ditton Park are predominantly leisure routes – they are mostly unlit and are therefore unsuited to winter commuting.
- 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.
- A lack of available highway land is a key constraint to providing more cycle routes.
- The bridges over the River Thames are key pinch points.
- The village green has protected status.
- There is very little cycle parking anywhere within the village.

## 6. Road Safety

The following cyclist casualties have been recorded in the area during the five years 2009 - 2013:

- Zero fatal
- Two serious
- 23 slight casualties.

Locations with more than one incident included:

- B376 Slough Road / B470 The Green / B470 High Street (3 slight casualties)
- B470 Windsor Road / Queen's Road (3 slight casualties)
- B470 Major's Farm Road / Ditton Road (2 casualties)

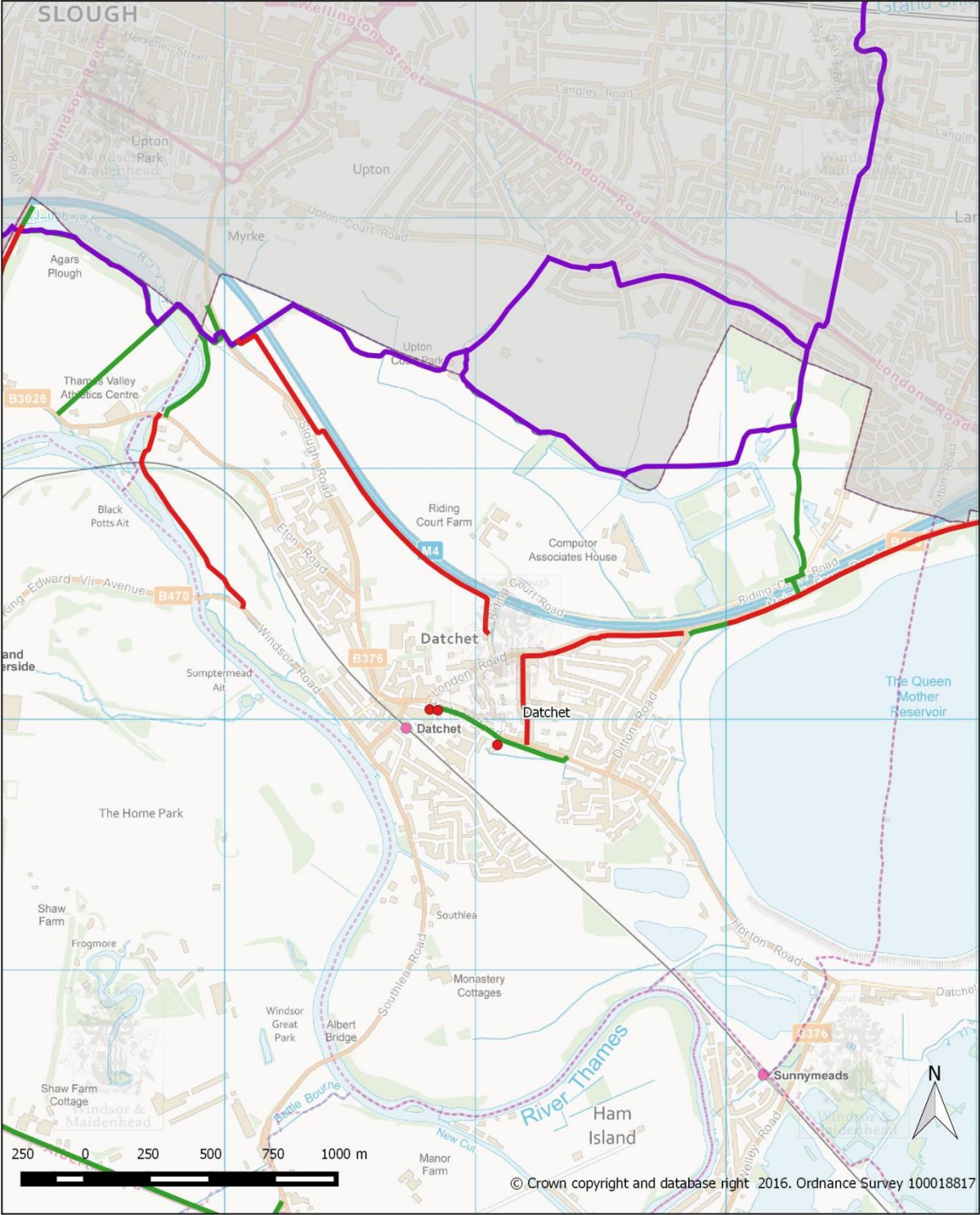
Datchet St Mary's C of E Primary School took part in the Bikeability programme in 2015/16.

## 7. Action Plan

A number of potential actions have been identified to respond to the issues identified in the audit. These will be consulted upon internally and with key stakeholders including ward members, parish councils, the neighbourhood plan group, the cycle forum, and neighbouring local authorities.

Action	Responsibility	Deliverability	Cost
1. Encourage local schools to take part in the Bikeability training programme.	Transport Policy	✓✓✓	£
2. Install cycle parking in Datchet Village Centre	Transport Policy	✓✓✓	£
3. Install cycle parking at Datchet Library	Transport Policy	✓✓✓	£
4. Install cycle parking at Datchet Village Hall	Transport Policy	✓✓✓	£
5. Construct a new cycle route along the south side of B470 between Ditton Road and Lawn Close	Transport Policy	✓✓	££
6. Widen the cycle track behind the earth embankment alongside B470 Major's Farm Road	Transport Policy	✓✓	££
7. Investigate lighting options for the cycle route alongside Majors Farm Road.	Street Lighting	✓✓	££
8. Investigate the potential for permitting cycle access on Footpath 3 between B470 Windsor Road and B3026 Eton Road	Transport Policy & Public Rights of Way	✓	££

Figure 1: Datchet



Map of Existing and Proposed Cycle Routes and Cycle Parking Sites in Datchet

- Legend**
- Proposed cycle parking sites
  - Proposed cycle routes
  - Existing cycle routes:
    - RBWM
    - National Cycle Network

## **Appendix 5: Area Profile - Eton & Eton Wick**

### **1. Description of the Area**

The town of Eton and the village of Eton Wick are situated on the northern side of the River Thames. Eton is a key shopping and visitor destination that enjoys close links with Windsor, while Eton Wick has a number of shops and other facilities that serve the needs of local residents.

### **2. Local Destinations**

The following have been identified as the main cycling destinations within the local area:

Community:

- Eton Library
- Eton Wick Library
- Eton Wick Village Hall

Education:

- Eton Porny C of E First School
- Eton Wick C of E First School

Employment:

- Eton College
- Eton Town Centre

Leisure:

- Jubilee River
- River Thames
- Thames Valley Athletics Centre

Shopping:

- Eton Town Centre
- Eton Wick Village Centre

Cross-boundary links are important for local communities, with many people cycling between Slough and Windsor for commuting purposes.

Since there are no secondary schools (other than Eton College) in the area, secondary school pupils must travel to schools in Windsor, Datchet or Slough.

Also, Dorney Lake in South Buckinghamshire is a popular recreational cycling destination.

### **3. Existing Cycling Activity**

An annual cordon count is undertaken around Windsor town centre each year – the results consistently show that Windsor Bridge is the most popular cycling route to / from Windsor town centre followed by Barry Avenue.

[Strava Heat Maps](#) provide some indication as to cycling levels in other parts of the parish, but the data must be treated with a degree of caution, since the Strava smartphone apps tends to be used by sports cyclists rather than utility cyclists. Therefore, the results are not necessarily representative of everyday cycling activity.



Notwithstanding these caveats, the heat maps show that there are a number of routes that are currently well-used by cyclists, including:

- B3022 Slough Road
- B3026 Eton Wick Road
- B3026 Pockocks Lane
- High Street, Eton
- Brocas Street
- Atherton Court
- Eton Court
- NCN4 Thames Path / Meadow Lane
- NCN61 Jubilee River
- NCN461 Eton to Slough alongside railway viaduct

#### **4. Existing Cycling Infrastructure**

The area is crossed by [NCN4](#), which is a long-distance cycle route between London and Fishguard, via Reading, Bath, Bristol, Swansea, Carmarthen, Tenby, Haverfordwest and St David's. It also forms part of the [London to Land's End](#) long-distance cycle route that is popular with British and European cycle tourers. NCN4 also provides local links to Dorney Lake, Bray, Maidenhead and Windsor Great Park. The route follows the Thames Path from Eton Wick and enters Eton via Meadow Lane and Brocas Lane, before crossing Windsor Bridge, which is closed to motor traffic.

[NCN61](#) connects Maidenhead to Hatfield, Welwyn Garden City, and Hertford. It follows the Jubilee River between the A4 / Berry Hill junction and Upton Court Park.

[NCN461](#) connects Windsor to Slough and Farnham Common - the path runs alongside the railway viaduct between Eton and the boundary with Slough and was upgraded as part of the preparations for the London 2012 Olympic and Paralympic Games.

There are shared use footway / cycleways along both sides of Slough Road between Eton College and Pockocks Lane and on the east side from Pockocks Lane to the borough boundary.

There is a permitted cycle track that runs parallel to Eton Wick Road between the railway viaduct and Eton Wick and another between Eton Wick Road and the Thames Path. Cycling is also permitted on the bridleways across South Field.

Cycling is permitted on Public Footpath 36 between Pockocks Lane and the Jubilee River, past Thames Valley Athletics Centre, with a toucan crossing on Pockocks Lane.

Public cycle parking has been provided at the following locations:

- Eton Court
- High Street, Eton
- Princes Close, Eton Wick
- Thames Valley Athletics Centre
- Windsor Bridge

Many of the destinations identified in Section 2 are served by the current cycle route network.

In addition, Eton Wick Road is traffic calmed with speed cushions and subject to a 30 mph speed limit through the village, while Eton Wick C of E First School has a 20 mph speed limit in force

along Sheepcote Road. There is also a 20 mph speed limit in force across most of Eton Town Centre.

## **5. Key Issues**

The following issues have been identified from a desktop audit, site visits and previous correspondence:

- Cyclists regularly ignore the one-way restriction that is in force on High Street, Eton. This is the cause of numerous complaints.
- The cycle track alongside Eton Wick Road does not continue as far as Eton town centre.
- NCN4 / 61 / 461 are predominantly leisure routes. They are mostly unlit and therefore unsuited to winter commuting.
- The shared use paths on B3022 Slough Road are of a substandard width, with street lights and traffic signs causing obstructions.
- The permitted cycle tracks across South Field are very narrow.
- A lack of available highway land is a key constraint to providing more cycle routes.
- Roads such as Eton Wick Road and Pockocks Lane are heavily trafficked during peak periods. This makes them unattractive for commuter cycling.
- Although NCN routes are waymarked, with destination signs at some junctions, the routes would benefit from additional signage, particularly on Slough Road.
- While there is cycle parking on Princes Court to serve the shops on the south side of Eton Wick Road, there is no cycle parking to serve the shops on the north side.
- There is no cycle parking at Eton Wick library and the village hall, and inadequate cycle parking at the social club and football club.
- There is limited cycle parking in Eton Town Centre.
- Some bridleways are unsurfaced and are therefore unsuitable for utility cycling trips.
- Some sections of the riverside route (footpath 1) are semi-flooded or badly puddled after rain, especially in the area around Long Bridge.
- Illegal cycling regularly occurs across The Brocas.

## **6. Road Safety**

The following cyclist casualties have been recorded in the area during the five years 2009 - 2013:

- Zero fatal
- Zero serious
- Fourteen slight casualties.

Locations with more than one incident included:

- Slough Road / Pockocks Lane (4 slight casualties)
- High Street / Keats Lane (2 slight casualties)

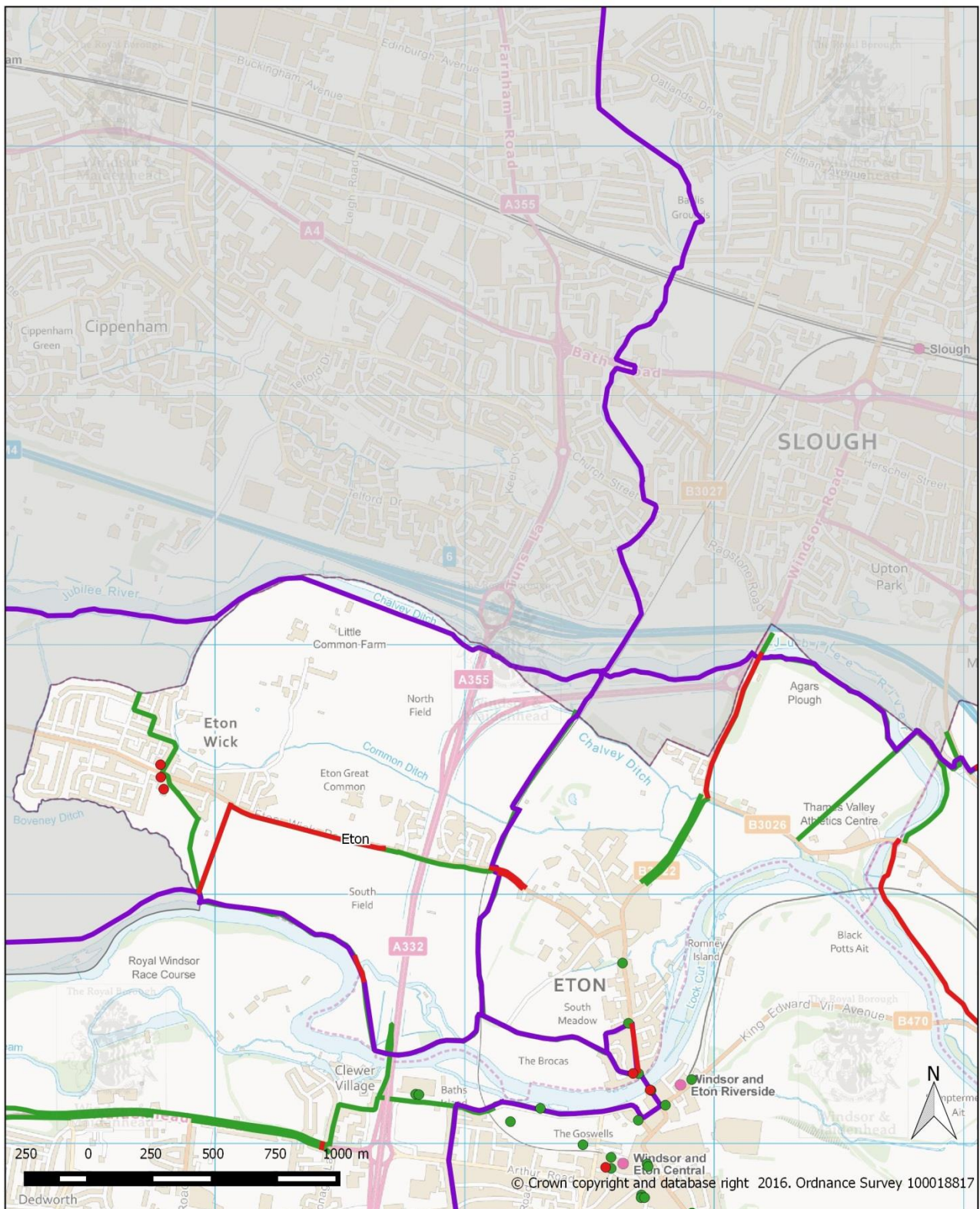
Neither of the local schools took part in the Bikeability programme in the current financial year.

## **7. Action Plan**

A number of potential actions have been identified to respond to the issues identified in the audit. These will be consulted upon internally and with key stakeholders including ward members, parish councils, the neighbourhood plan group, the cycle forum, and neighbouring local authorities.

<b>Action</b>	<b>Responsibility</b>	<b>Deliverability</b>	<b>Cost</b>
1. Encourage local schools to take part in the Bikeability training programme.	Transport Policy	✓✓✓	£
2. Improve direction signing on B3022 Slough Road	Transport Policy/ Slough Borough Council	✓✓✓	£
3. Provide cycle parking at Eton Wick shops, village hall / library and the social / football club.	Transport Policy	✓✓✓	£
4. Improve drainage / surfacing along footpath 1 around Long Bridge (Thames Path).	Public Rights of Way	✓✓✓	££
5. Provide cycle parking in Eton High Street / The Brocas and remove the cycle parking on Eton Bridge	Transport Policy	✓✓	££
6. Consult on exempting cyclists from the one-way restriction on High Street, Eton, possibly as part of a wider review of traffic and parking restrictions.	Transport Policy/ Traffic Management & Road Safety	✓✓	££
7. Consult Eton College about extending the cycle route along Eton Wick Road between the railway viaduct and the edge of Eton.	Transport Policy	✓✓	££
8. Consult Eton College about widening the cycle routes through South Field.	Transport Policy/ Public Rights of Way	✓✓	££
9. Widen the shared use path on the east side of B3022 Slough Road to the north of Pockocks Lane, and replace / move the street lights / traffic sign and post that are causing an obstruction.	Transport Policy	✓✓	£££
10. Review the B3022 to the south of Pockocks Lane to improve conditions for cyclists and pedestrians	Transport Policy/ Traffic Management & Road Safety	✓	£££

**Figure 1: Eton and Eton Wick**



**Map of Existing and Proposed Cycle Routes and Cycle Parking Sites in Eton and Eton Wick**

**Legend**

- Proposed cycle parking sites
- Existing cycle parking sites
- Proposed cycle routes
- Existing cycle routes:
  - RBWM
  - National Cycle Network

## Appendix 6: Area Profile - Horton & Wraysbury

### 1. Description of the Area

The parishes of Horton and Wraysbury are located at the eastern end of the Royal Borough on the north side of the River Thames. They include the villages of Horton, Wraysbury and Hythe End. The area has two rail stations – Sunnymeads and Wraysbury - which lie on the Windsor to London Waterloo railway line.

### 2. Local Destinations

The following have been identified as the main cycling destinations within the local area:

Community:

- Wraysbury Club
- Wraysbury Container Library
- Wraysbury Village Halls

Education:

- Wraysbury Primary School

Employment:

- Horton Trading Estate / Horton Depot
- Wraysbury Village Centre

Leisure:

- Ankerwycke

Shopping:

- Wraysbury Village Centre

Transport:

- Sunnymeads Station
- Wraysbury Station

Cross-boundary links are important for these communities – Slough and Langley lie to the north, Heathrow Airport to the east and Staines-Upon-Thames lies immediately to the south. These are important destinations for commuting, education and shopping trips. Links to Windsor are also considered to be important.

### 3. Existing Cycling Activity

[Strava Heat Maps](#) provide some indication as to cycling levels in other parts of the parish, but the data must be treated with a degree of caution, since the Strava smartphone apps tends to be used by sports cyclists rather than utility cyclists. Therefore, the results are not necessarily representative of everyday cycling activity.

Notwithstanding these caveats, the heat maps show that there are a number of routes that are currently well-used by cyclists, including:

- B376 Welley Road / Staines Road / Wraysbury Road
- Coppermill Road
- Datchet Road

- High Street
- Horton Road
- Stanwell Road
- Station Road

#### **4. Existing Cycling Infrastructure**

There are no sections of the National Cycle Network that pass through the area.

There is a cycle track that runs along the eastern edge of Horton Road for nearly 1km.

Horton Bridleway 4 runs parallel to Horton Road between Drift Way in Colnbrook and Foundry Lane in Horton.

Public cycle parking has been provided at the following locations:

- Wraysbury Station
- Wraysbury Village Halls

Horton village centre is traffic calmed with speed cushions and full-width humps and is subject to a 30 mph speed limit.

Wraysbury village centre is traffic calmed with speed cushions and full-width humps and is subject to a 20 mph speed limit.

#### **5. Key Issues**

The following issues have been identified from a desktop audit, site visits and previous correspondence:

- Cycle links within the area and to adjacent areas are poor.
- None of the destinations identified in Section 2 are served by the current cycle route network.
- There is no direct cycle link to Windsor.
- There is no direct cycle link to Staines-upon-Thames, although Surrey has constructed a route up to the Borough boundary, with on-carriageway cycle lanes on either side of the B376 Wraysbury Road.
- A lack of available highway land is a key constraint to providing more cycle routes.
- Flooding is a key issue that restricts the construction that can be used in some places.
- Many of the destinations listed in Section 2 do not have cycle parking.

#### **6. Road Safety**

The following cyclist casualties have been recorded in the area during the five years 2009 - 2013:

- Zero fatal
- Zero serious
- Three slight casualties.

There are no locations with more than one incident.

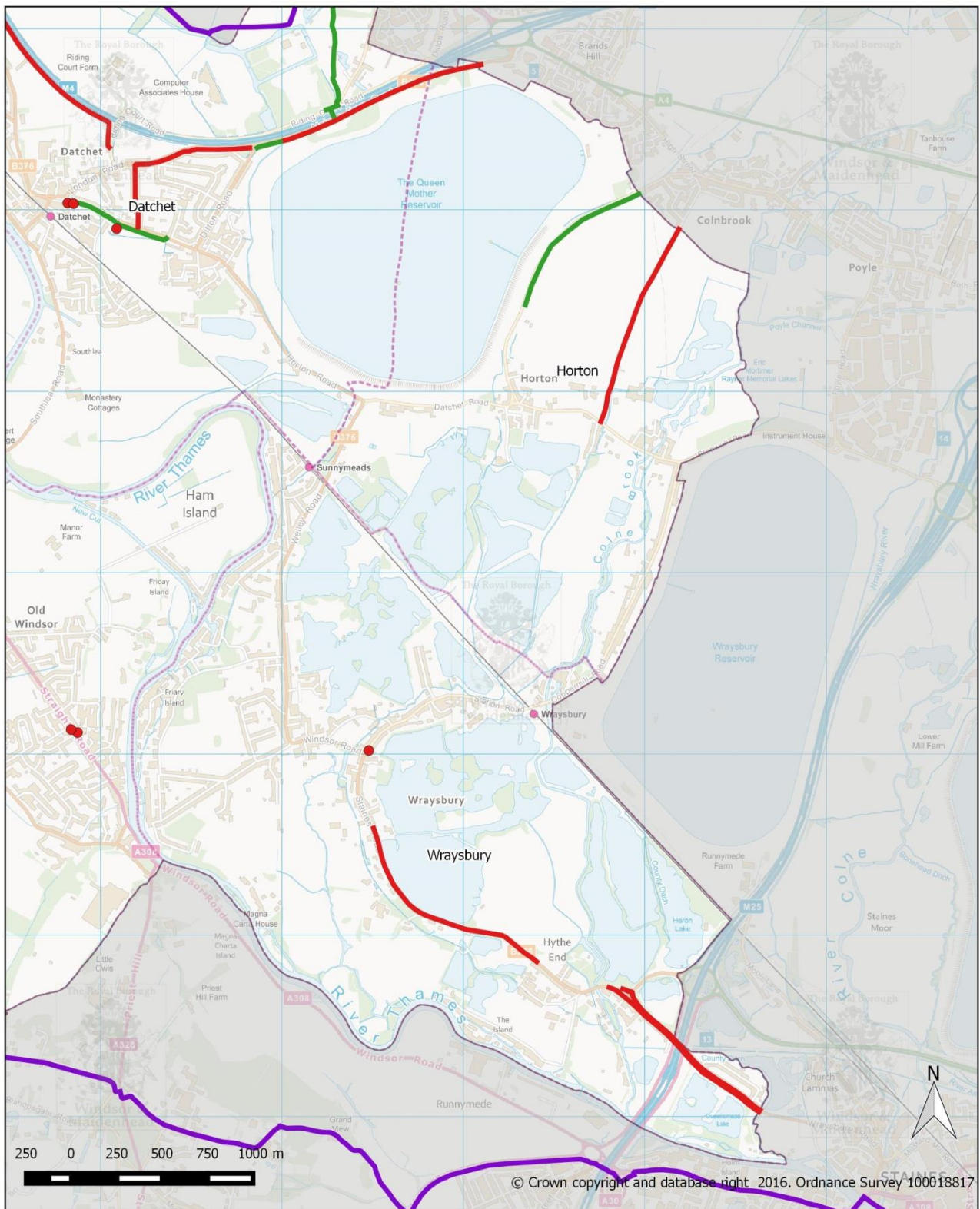
Wraysbury Primary School took part in the borough's Bikeability training programme in 2015/16.

## 7. Action Plan

A number of potential actions have been identified to respond to the issues identified in the audit. These will be consulted upon internally and with key stakeholders including ward members, parish councils, the neighbourhood plan group, the cycle forum, and neighbouring local authorities.

<b>Action</b>	<b>Responsibility</b>	<b>Deliverability</b>	<b>Cost</b>
1. Encourage local schools to take part in the Bikeability training programme.	Transport Policy	✓✓✓	£
2. Install cycle parking in Wraysbury Village Centre	Transport Policy	✓✓✓	£
3. Construct a new cycle route along the east side of the B376 Staines Road between Wraysbury village boundary and Hythe End village boundary.	Transport Policy	✓✓	£££
4. Investigate whether a new cycle route can be constructed between the Hythe End roundabout and the borough boundary with Surrey.	Transport Policy	✓	£££

**Figure 1: Horton and Wraysbury**



**Map of Existing and Proposed Cycle Routes and Cycle Parking Sites in Horton and Wraysbury**

**Legend**

- Proposed cycle parking sites
- Proposed cycle routes
- Existing cycle routes:
  - RBWM
  - National Cycle Network



## Appendix 7: Area Profile - Hurley and the Walthams

### 1. Description of the Area

Comprising the western parishes of the Royal Borough (Hurley, Waltham St Lawrence, Shottesbrooke and White Waltham), this area is predominantly rural in nature, incorporating the settlements of Hurley, Burchett's Green (part), Warren Row, Knowl Hill, Littlewick Green, Woodlands Park, White Waltham, Waltham St Lawrence and Shurlock Row, and Paley Street (part).

### 2. Local Destinations

The following have been identified as the main cycling destinations within the local area:

Community:

- Knowl Hill Village Hall
- Neville Hall
- Woodlands Park Container Library
- Woodlands Park Village Centre

Education:

- Berkshire College of Agriculture (BCA)
- Burchett's Green CE Infant School
- Knowl Hill CE Primary School
- Waltham St Lawrence Primary School
- White Waltham C of E Academy
- Woodlands Park Primary School

Employment:

- Grove Park, White Waltham
- Horizon, Hurley
- Maidenhead Office Park, Littlewick Green
- White Waltham Airfield

Leisure

- Knowl Hill Bridleway Circuit
- River Thames
- Waltham Place

Shopping:

- Woodlands Park district centre

Cross-boundary links are important for communities in the west of the borough, since in many cases they are closer to Twyford, Henley or Marlow than they are to Maidenhead.

Since there are no secondary schools in the area, pupils must travel to schools in Maidenhead or The Piggott, which is located between Twyford and Wargave.

### 3. Existing Cycling Activity

There is little existing data on cycling activity levels within the area. [Strava Heat Maps](#) provide some indication as to cycling levels, but the data must be treated with a degree of caution, since

the Strava smartphone apps tends to be used by sports cyclists rather than utility cyclists. Therefore, the results are not necessarily representative of everyday cycling activity.

Notwithstanding these caveats, the heat maps show that there are a number of routes that are currently well-used by cyclists, including all of the A and B roads:

- A4 Bath Road
- A4130 Henley Road
- B3010 Straight Mile / Twyford Road
- B3024 Broadmoor Road / Hurst Road

Minor roads that are well used include:

- Temple Lane
- Bradenham Lane
- Hurley Lane
- Honey Lane
- Burchett's Green Road
- Warren Road Road
- Bottle Lane / Butchers Lane
- Waltham Road
- Milley Road
- School Road / Plough Lane / West End Lane
- Shurlock Road / The Street / Beenhams Heath
- Smewins Road
- Hungerford Lane

#### **4. Existing Cycling Infrastructure**

The area is crossed by [NCN4](#), which is a long-distance cycle route between London and Fishguard, via Reading, Bath, Bristol, Swansea, Carmarthen, Tenby, Haverfordwest and St David's. It also forms part of the [London to Land's End](#) long-distance cycle route that is popular with British and European cycle tourists.

NCN4 also provides local links between Knowl Hill, Littlewick Green and Woodlands Park, with links to Maidenhead Office Park. It also provides onward connections to Maidenhead and Windsor in the east and Wargrave and Twyford in the west. The route mostly follows quiet roads and surfaced public rights of way, but the section between the borough boundary and Wargrave follows an unsurfaced bridleway and is only suitable for use by mountain bikes and hybrids. Also, the connection to Twyford is very indirect.

There is a signed quiet route between Hurley and Pinkney's Green, which uses Hurley Lane, Dungrove Hill Lane and Lee Lane, crossing the A404 via an underpass. However, there is a missing link between the western end of Hurley Lane and Hurley High Street.

The [Knowl Hill Bridleway Circuit](#) provides a recreational route via existing public rights of way, linking Knowl Hill, Warren Row, Burchett's Green, Littlewick Green, White Waltham and Waltham St Lawrence. However, this circuit is predominantly aimed at equestrians and uses some unsurfaced bridleways that may be muddy or uneven in places and may be unsuitable for some bikes. There are other bridleways and byways that are available to cyclists, but these have similar issues to those mentioned above.

Public cycle parking has been provided at the following locations:

- Hurley car park
- Woodlands Park Village Centre

Few of the destinations identified in Section 2 are served by the current cycle route network. However, Burchett's Green Road is traffic calmed and subject to a 20 mph speed limit and Waltham Road is subject to an advisory 20 mph speed limit at the start and end of the school day. An advisory 20 mph speed limit is proposed for Woodlands Park Primary School. An advisory 20 mph speed limit was previously proposed for Waltham St Lawrence Primary School, but the scheme was dropped following local consultation.

## **5. Key Issues**

The following issues have been identified from a desktop audit and previous correspondence:

- Although there are some pleasant, quiet lanes in the area, there are few dedicated cycle routes, which deters many people from cycling for local journeys.
- Many local lanes are used as cut-throughs by motorists during peak periods. This makes them unattractive for commuter cycling.
- Cross-boundary cycling links are poor.
- The area is crossed by a number of main roads, including the A4, A404 and A4130, which are heavily trafficked and difficult to cross, presenting major barriers to cycling.
- There is some demand for commuter cycle routes along the A4 to cater for inter-urban commuters.
- There are often significant numbers of bikes parked at Grove Park, suggesting that this is a key destination for cyclists.
- Very few children / young people currently cycle to school / college due to the lack of protected cycle routes.
- NCN4 is very narrow between Knowl Hill Common and Star Lane, and is constrained by protected trees.
- Although NCN4 is waymarked, there is no destination signing at key junctions.
- Despite not being permitted, cycling on the Thames Path and parallel public footpaths is commonplace.
- There is no cycle parking serving the shops within Woodlands Park district centre.
- A lack of available highway land is a key constraint to providing more cycle routes.
- Previous attempts to introduce cycle routes in the area have been unsuccessful due to objections from parish councils and local landowners.
- There are no cycle bypasses for the traffic calming on Burchett's Green Road.
- Some bridleways and byways are unsurfaced and are therefore unsuitable for utility cycling trips.
- The small size of local communities and the low numbers of cyclists make it hard to achieve high cost benefit ratios for major cycling investment in the area.
- There are few major developments planned for the area that will provide / fund new cycle facilities.

## **6. Road Safety**

The following cyclist casualties have been recorded in the area during the five years 2009 - 2013:

- Zero fatal
- Three serious
- Three slight casualties.

There are no discernible clusters or patterns in the casualties.

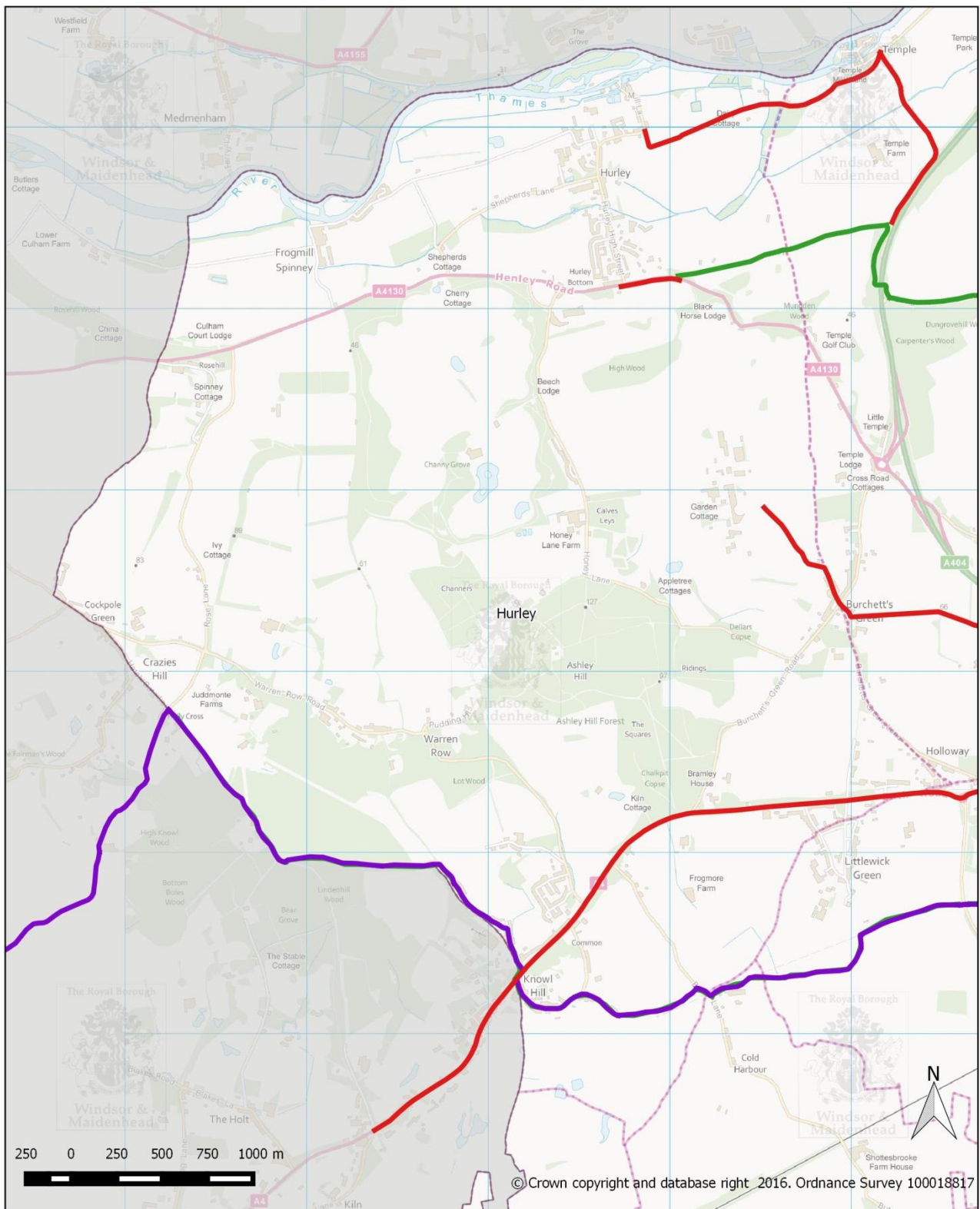
Waltham St Lawrence Primary School and White Waltham C of E Academy took part in the Bikeability programme in 2015/16.

## 7. Action Plan

A number of potential actions have been identified to respond to the issues identified in the audit. These will be consulted upon internally and with key stakeholders including ward members, parish councils, the neighbourhood plan group, the cycle forum, and neighbouring local authorities.

Action	Responsibility	Deliverability	Cost
1. Encourage local schools to take part in the Bikeability training programme.	Traffic Management & Road Safety	✓✓✓	£
2. Improve direction signing on NCN4, incorporating destination signs at key junctions.	Transport Policy	✓✓✓	£
3. Offer to install cycle parking at Woodlands Park shops.	Transport Policy	✓✓	£
4. Liaise with landowners regarding the potential for cycle access between Hurley and Bisham along Temple Lane	Transport Policy / PROW	✓✓	££
5. Construct a new cycle route between Grove Park and Woodlands Park, with onward connections to Cox Green and Maidenhead.	Transport Policy	✓✓	£££
6. Investigate the potential for a new cycle route between BCA and Maidenhead.	Transport Policy / PROW	✓	£££
7. Consult with local landowners regarding the potential for a new cycle link to White Waltham Primary via the airfield service road / a new route along the perimeter.	Transport Policy / PROW	✓	£££
8. Work with Wokingham Borough Council to investigate the feasibility of constructing a cycle route alongside the A4 Bath Road between Twyford and Maidenhead.	Transport Policy	✓	£££
9. Liaise with landowners regarding the missing section of cycle route between Hurley Lane and Hurley High Street.	Transport Policy / PROW	✓	£££
10. Liaise with Wokingham Borough Council regarding upgrading Waltham St Lawrence Footpath 9 / Ruscombe Footpath 4 to improve links to Twyford.	Transport Policy / PROW	✓	£££

**Figure 1: Hurley and the Walthams (North)**

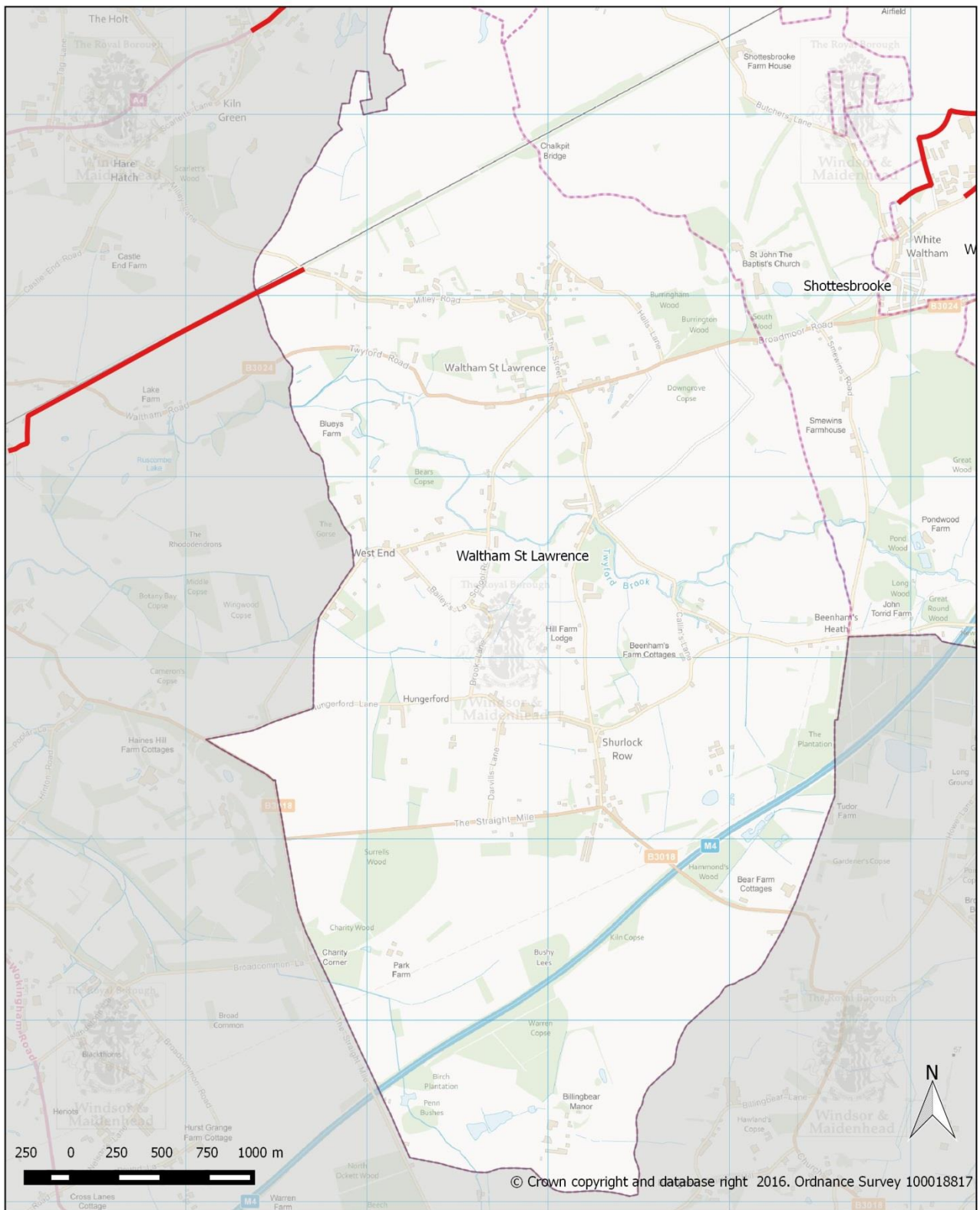


**Map of Existing and Proposed Cycle Routes and Cycle Parking Sites in Hurley and the Walthams**

**Legend**

- Proposed cycle routes
- Existing cycle routes:
  - RBWM
  - National Cycle Network

**Figure 2: Hurley and the Walthams (South)**



**Map of Existing and Proposed Cycle Routes and Cycle Parking Sites in Hurley and the Walthams**

**Legend**

 Proposed cycle routes

## **Appendix 8: Area Profile - Maidenhead and Cox Green**

### **8. Description of the Area**

The Maidenhead and Cox Green area includes the following wards: Riverside; Furze Platt; Pinkneys Green; Belmont; Boyn Hill; Oldfield; and Cox Green. The area is bounded by: the River Thames to the east; Bisham and Cookham to the north; Hurley and Walthams to the west; and Bray to the south.

### **9. Local Destinations**

The following have been identified as the main cycling destinations within the local area:

Community:

- 4 Marlow Road
- Boyn Grove Library
- Cox Green Library
- Cox Green Leisure Centre / Youth and Community Centre
- Furze Platt Container Library
- Larchfield Community Centre
- Maidenhead Heritage Centre
- Maidenhead Library
- Pinkneys Green Youth and Community Centre
- St Luke's Community Hall
- Town Hall

Education:

- All Saints CE Junior School
- Altwood C of E School
- Alwyn Infants School
- Boyne Hill Infants School
- Braywick Court School
- Claires Court School (College Avenue)
- Claires Court School (Ray Mill Road East)
- Courthouse Junior School
- Cox Green School
- Desborough College
- Forest Bridge School
- Furze Platt Infants and Junior Schools
- Furze Platt Senior School
- Highfield School
- Larchfield Primary School
- Lowbrook Primary School
- Manor Green School
- Newlands Girls' School
- Oldfield Primary School
- Redroofs Theatre School
- Riverside Primary School
- St Edmund Campion Catholic Primary School

- St Luke's C of E School
- St Mary's Catholic Primary School
- St Piran's School
- Wessex Infant and Junior School

Employment:

- Boyn Valley Industrial Estate
- Concorde Park / Norreys Drive
- Cordwallis Business Park
- Foundation Park
- Furze Platt Business Centre Park
- Howarth Road Business Park
- Maidenhead Town Centre
- Oldfield Road / Reform Road Industrial Estate
- Stafferton Way Retail Park
- Vanwall Business Park
- Whitebrook Park

Leisure:

- Braywick Sports and Recreation Ground
- Cox Green Leisure Centre
- Furze Platt Leisure Centre
- Grenfell Park
- Ivy Leaf Club
- Kidwells Park
- Magnet Leisure Centre
- Maidenhead Lawn Tennis Club
- Maidenhead United Football Club
- North Town Moor
- Ockwells Park
- Oaken Grove Park
- Ray Mill Island / Boulters Lock
- Riverside Gardens
- Tenpin
- Town Moor

Shopping:

- A4 Bridge Road Shops
- Cookham Road Shops
- Highway Avenue Shops
- Lidl Superstore
- Maidenhead Town Centre
- Sainsbury's Superstore
- Stafferton Way Retail Park
- Switchback Road Shops
- Wessex Way Shops
- Wootton Way Shops



Transport:

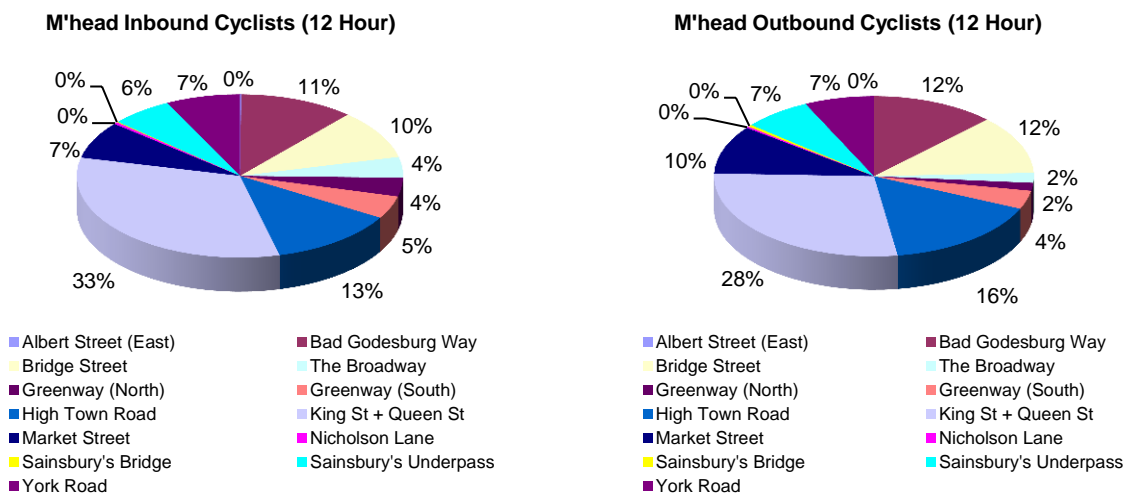
- Furze Platt Station
- Maidenhead Station

Cross-boundary links are important for the town (e.g. to access the popular Jubilee River cycle route in South Buckinghamshire).

### **Existing Cycling Activity**

Annual cordon counts are undertaken on all roads to / from the town centre. While figures fluctuate, there has been a gradual upward trend since 2007. In 2014/15, there were 1,452 cyclists recorded entering / leaving the town centre over a 12 hour period between 7am and 7pm. This is approximately 60% of the number observed in Windsor.

The King Street / Queen Street junction is the most heavily used access point, accounting for around 30% of the total cycling trips to and from the town centre. Many of these trips are likely to have the rail station as an origin or destination. It should also be noted that there is significant illegal use of the subways at Bad Godesburg Way, High Town Road and Sainsbury's.



The cycle counts highlight that there is a considerable difference between the number of women and men who are cycling to and from the town centre, with men outnumbering women by 4:1. This imbalance is more pronounced than for the UK as a whole which is closer to 3:1.

[Strava Heat Maps](#) provide some indication as to cycling levels, but the data must be treated with a degree of caution, since the Strava smartphone apps tends to be used by sports cyclists rather than utility cyclists. Therefore, the results are not necessarily representative of everyday cycling activity.

Notwithstanding these caveats, the heat maps show that there are a number of routes that are currently well-used by cyclists, including many of the A and B roads:

- A4 (all sections)
- A308 (all sections)
- A4094 Ray Mead Road / Lower Cookham Road
- B3028 Bray Road / Oldfield Road
- B4447 Cookham Road

Minor roads that are well used include:

- Cannon Lane
- Harvest Hill Road
- Hibbert Road
- Pinkneys Drive
- Pinkneys Road
- St Mark's Road
- Shoppenhangers Road
- Switchback Road

## **10. Existing Cycling Infrastructure**

The area is crossed by [NCN4](#), which is a long-distance cycle route between London and Fishguard, via Reading, Bath, Bristol, Swansea, Carmarthen, Tenby, Haverfordwest and St David's. It also forms part of the [London to Land's End](#) long-distance cycle route that is popular with British and European cycle tourers.

NCN4 provides local links to Cox Green and Bray and serves Maidenhead Station. It also provides onward connections to Knowl Hill in the west and Eton Wick, Eton and Windsor in the east. The route follows a mixture of quiet roads, surfaced shared paths and the Green Way which has a crushed aggregate surface. It is well used for utility as well as recreational cycling.

NCN50 follows permitted paths and public rights of way across the Summerleaze estate to link Maidenhead with Cookham Rise.

NCN61 runs along the Jubilee River just to the east of Maidenhead, but there are no links to the route from Maidenhead.

The following represent the main formal cycle routes:

- A4 Cycle Route, Newlands Drive to Westborough Road – shared use footway / cycleway with toucan crossings at Newlands Drive and Highway Road
- A308 Braywick Road – shared use footway / cycleway with toucan crossings at Shoppenhangers Road and Queen Street junctions
- All Saints Avenue – shared use footway / cycleway
- Cox Green Road to Kendall Way – cycle track
- Green Way, Hibbert Road to Stafferton Way – cycle track
- Green Way, Stafferton Way to York Road – cycle track
- Ludlow Road to Desborough Crescent – mixture of cycle tracks and quiet roads
- Norreys Drive – shared use footway / cycleway
- North Town Moor – cycle track
- Oaken Grove Park – cycle tracks running north-south and east-west
- Stafferton Way – shared use path leading to cycle track to A308 with toucan crossing at Lidl
- Switchback Road North – shared use path
- Town Moor – cycle track

Cycle parking is provided at the following locations:

- Grenfell Park
- High Street (various locations)
- King Street (various locations)
- Magnet Leisure Centre

- Maidenhead Library
- Maidenhead Station
- Market Street
- Park Street
- Queen Street (various locations)
- Switchback Road shops
- Town Hall
- Wessex Way Shops

## **11. Key Issues**

The following issues have been identified from a desktop audit and previous correspondence:

- The area is crossed by a number of main roads, including the A4, A308, A4094, B4447 and Shoppenhangers Road. These are heavily trafficked with few cycle routes, which creates challenging conditions for cycling.
- It is particularly difficult to get to the town centre from residential areas to the north and west. A significant number of cyclists use the A4 and A308 subways illegally. There are cyclist casualties at most of the main junctions around the town centre.
- 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.
- A lack of available highway land is a key constraint to providing more cycle routes.
- 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 railway lines are particular barriers to cycle movement.
- There are no cross-boundary cycle routes to Buckinghamshire. As a narrow, listed structure, Maidenhead Bridge is a barrier to cycle movements along the A4 corridor.
- Some of the town's main business parks / industrial estates are poorly served by cycle routes (e.g. Cordwallis Road, Foundation Park, Furze Platt and Oldfield Road).
- Levels of cycling to school vary.
- There is limited cycle parking at some local shopping centres (e.g. Bridge Road, Cookham Road, Furze Platt Post Office, Highway Avenue shops and Wootton Way shops).
- The route along 'the Gullet' from Cox Green to Maidenhead Station is poorly lit.

## **12. Road Safety**

The following cyclist casualties have been recorded in the area during the five years 2009 - 2013:

- 0 fatal
- 11 serious
- 72 slight casualties.

The following locations have clusters of three or more casualties:

- A4 Bad Godesberg Way / A4 Castle Hill / A308 Frascati Way / A308 Marlow Road
- A4 Bad Godesberg Way / A4 St Cloud Way / B4447 Cookham Road / Market Street
- A4 Bridge Road / A4094 Ray Mead Road / Guards Club Road
- A4 Bridge Road / A4 St Cloud Way / Forlease Road / Police Station access
- A308 King Street / A308 Grenfell Place / Queen Street
- Cox Green Road / Shoppenhangers Road
- Ludlow Road / Shoppenhangers Road

The following schools have taken part in Bikeability during the 2015/16 academic year:

- All Saints CE Junior School
- Courthouse Junior School
- Lowbrook Primary School
- Oldfield Primary School
- St Edmund Campion Catholic Primary School
- St Luke's C of E School
- St Mary's Catholic Primary School
- St Piran's School
- Wessex Infant and Junior School

### **13. Action Plan**

A number of potential actions have been identified to respond to the issues identified in the audit. These will be consulted upon internally and with key stakeholders including ward members, parish councils, the neighbourhood plan group, the cycle forum, and neighbouring local authorities.

<b>Action</b>	<b>Responsibility</b>	<b>Deliverability</b>	<b>Cost</b>
1. Encourage local schools to take part in the Bikeability training programme.	Transport Policy	✓✓✓	£
2. Undertake 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. §	Transport Policy / Cycle Forum	✓✓✓	£
3. Provide contra-flow cycle route on High Street (East)	Shanly Homes	✓✓✓	£*
4. Construct new ped / cycle bridge link between Green Way and Oldfield Road	Harrow Estates / PRoW	✓✓✓	£**
5. Provide cycle parking at A4 Bridge Street shops	Transport Policy	✓✓✓	£
6. Provide cycle parking at Cookham Road shops	Transport Policy	✓✓✓	£
7. Provide cycle parking at Cox Green Centre	Transport Policy	✓✓✓	£
8. Provide cycle parking at Furze Platt post office	Transport Policy	✓✓✓	£
9. Provide cycle parking at Highway Avenue shops	Transport Policy	✓✓✓	£
10. Provide cycle parking at Ockwells Park	Transport Policy	✓✓✓	£
11. Trial of permitting cyclists in subways (e.g. Sainsbury's and Bad Godesberg Way)	Transport Policy	✓✓✓	£
12. Cycle safety scheme at A308 / Shoppenhangers Road roundabout	Transport Policy	✓✓✓	££
13. Improve the street lighting along The Gullet.	Street Lighting	✓✓✓	££
14. Provide cycle parking at Wootton Way shops	Transport Policy	✓✓	£

15. Investigate opportunities for filtered permeability (i.e. through routes for cyclists but not motor vehicles)	Transport Policy	✓✓	£
16. Permit cycling on West Street to King Street link	Transport Policy	✓✓	£
17. Seek to adopt the eastern section of Horseguards Drive in order to secure the cycle route to Maidenhead Bridge.	Transport Policy	✓✓	£
18. Improve the Ludlow Road / Shoppenhangers Road junction.	Transport Policy	✓✓	££
19. Construct cycle route between Cranbrook Drive and Furze Platt School	Transport Policy	✓✓	££
20. Provide a new cycle route to Furze Platt School via Nightingale Lane, Cannon Court Road and Switchback Road South	Transport Policy	✓✓	££
21. New route between Cox Green School and Altwood Road	Transport Policy	✓✓	££
22. Outer radial route via Summerlease Road, Moor Lane, Harrow Lane, Linden Avenue	Transport Policy	✓✓	££
23. Investigate the potential for a recreational cycle trail at Ockwells Park	Transport Policy/ Outdoor Facilities	✓✓	£££
24. Inner radial route through Magnet development site and Kidwells Park	Developer (TBC) / Transport Policy	✓✓	£££
25. Outer radial route via Braywick Park and a new route through the proposed redevelopment of the golf course site.‡	Developer (TBC) /Transport Policy	✓✓	£££
26. Construct new route via Kimbers Lane and through the proposed redevelopment of the golf course site. ‡	Developer (TBC) /Transport Policy	✓✓	£££
27. Pedestrian / cycle bridge link between Kidwells Park and West Street Opportunity Area	Developer (TBC) / Transport Policy	✓✓	£££
28. Provide a secure cycle parking hub at Maidenhead Station‡‡	GWR / Transport Policy	✓✓	£££
29. Construct a cycle route between Woodlands Park Avenue and Highfield Lane‡	Transport Policy	✓	£££
30. Consider an east-west route via West Street, Providence Place and St Mary's Walk in the event that the site comes forward for redevelopment.	Transport Policy / Regeneration	✓	£££

§ Propensity to Cycle Tool shows where cycling levels are highest and where it has the greatest potential to grow (<http://www.pct.bike>)

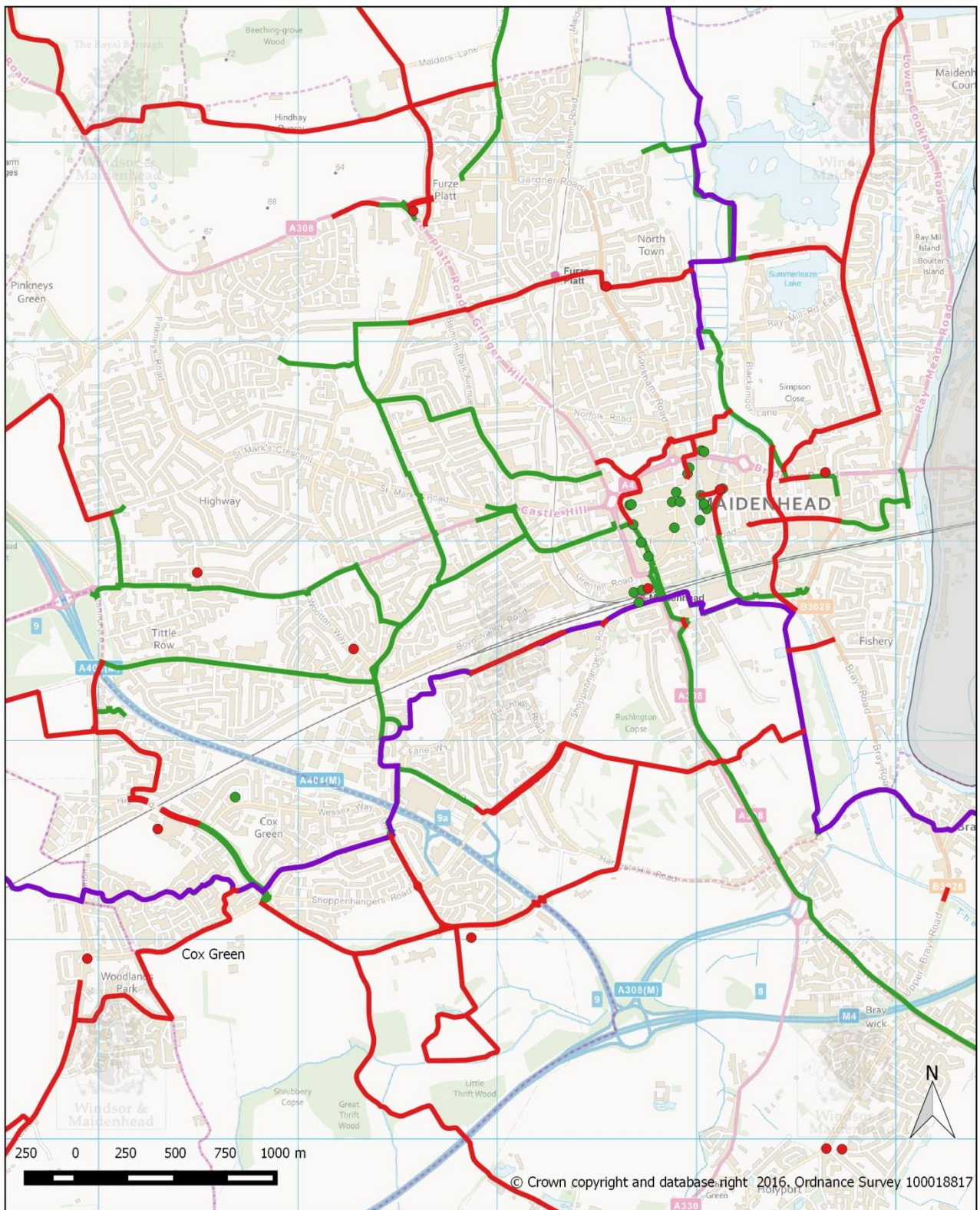
\* *Scheme funded and constructed by developer.*

\*\* *Scheme funded by developer.*

‡ *Subject to site coming forward for development*

‡‡ *Subject to securing funding from the Thames Valley Local Enterprise Partnership*

**Figure 1: Maidenhead and Cox Green**



**Map of Existing and Proposed Cycle Routes and Cycle Parking Sites in Maidenhead and Cox Green**

**Legend**

- Proposed cycle parking sites
- Existing cycle parking sites
- Proposed cycle routes
- Existing cycle routes:
  - RBWM
  - National Cycle Network

## Appendix 9: Area Profile - Old Windsor

### 1. Description of the Area

The Old Windsor ward covers the area between Windsor and Ascot, Sunninghill and Sunningdale. The area is dominated by Windsor Great Park and the only settlement of note is Old Windsor itself. The area is bounded by the River Thames to the east, Bracknell Forest to the west and Surrey to the south.

### 2. Local Destinations

The following have been identified as the main cycling destinations in and around the local area:

Community:

- Old Windsor Library
- Old Windsor Memorial Hall
- Old Windsor Club
- Old Windsor Hub

Education:

- King's Court First School
- St Peter's C of E Middle School
- The Royal School

Employment:

- N/A

Leisure

- Smith's Lawn
- Savill Gardens

Shopping:

- St Luke's Road district centre
- Old Friary Post Office, Old Windsor
- Windsor Great Park Post Office and Shop

Cross-boundary links are important for local communities, particularly to Egham and Staines-upon-Thames which are on the Reading to London Waterloo rail line and are major sources of employment.

Since there are no secondary schools in the area, pupils must travel to schools in Windsor.

### 3. Existing Cycling Activity

There is little existing data on cycling activity levels within the area. [Strava Heat Maps](#) provide some indication as to cycling levels, but the data must be treated with a degree of caution, since the Strava smartphone apps tends to be used by sports cyclists rather than utility cyclists. Therefore, the results are not necessarily representative of everyday cycling activity.

Notwithstanding these caveats, the heat maps show that there are a number of routes that are currently well-used by cyclists, including all of the A and B roads:

- A308 Albert Road / Straight Road



- A332 Sheet Street Road
- B383 Mounts Hill
- B3021 Burfield Road / St Luke's Road / Datchet Road

Minor roads that are well used include:

- Albany Road
- Crimp Hill
- Duke's Lane
- Prince Consort's Drive

#### **4. Existing Cycling Infrastructure**

The area is crossed by [NCN4](#), which is a long-distance cycle route between London and Fishguard, via Reading, Bath, Bristol, Swansea, Carmarthen, Tenby, Haverfordwest and St David's. It also forms part of the [London to Land's End](#) long-distance cycle route that is popular with British and European cycle tourists.

NCN4 also provides local links to Windsor. It also provides onward connections to Maidenhead in the west and Egham and Staines in the east. The route mostly follows unmetalled tracks and estate roads.

There is a wide shared-use footway/cycleway alongside the A308 Albert Road, with a toucan crossing at the eastern end. There is also a cycle contra-flow at the southern end of Albany Road.

There are no known sites with formal public cycle parking within the area.

#### **5. Key Issues**

The following issues have been identified from a desktop audit and previous correspondence:

- The area is crossed by a number of main roads, including the A308, A332, B383 and B3021. These are heavily trafficked and present major barriers to cycling.
- With the exception of NCN4, there are no cross-boundary cycle routes.
- Visitor numbers to the Great Park have increased considerably in recent years, reaching 4 million per year. The area is very popular with cyclists and there is significant conflict between cyclists and other visitors at weekends and public holidays.
- Very few children / young people currently cycle to school due to the lack of protected cycle routes.
- The surface of NCN4 between St Leonards Road and Sheet Street Road has been cut up by equestrians on a number of occasions.
- The Crown Estate does not permit waymarking of NCN4 through the Great Park.
- Cycling is not permitted along the section of the Thames Path in Old Windsor.
- There is no cycle parking serving the St Luke's Road district centre or the Old Friary Post Office.
- A lack of available highway land is a key constraint to providing more cycle routes.
- Much of Windsor Great Park is affected by environmental designations, including Special Area of Conservation and Sites of Special Scientific Interest – these limit the potential for additional cycle routes.
- Crown Estate owns many of the highway verges alongside public roads through the Great Park, which restricts where cycle routes can be constructed.
- The small size of local communities and the low numbers of cyclists make it hard to achieve high cost benefit ratios for major cycling investment in the area.

- There are few major developments planned for the area that will provide / fund new cycle facilities.
- There are a number of major charity bike rides that pass through the area each year, including the Palace to Palace and the London to Windsor

## 6. Road Safety

The following cyclist casualties have been recorded in the area during the five years 2009 - 2013:

- One fatal
- Three serious
- Four slight casualties.

These are clustered along A308 Straight Road and A332 Sheet Street Road.

The following schools have taken part in Bikeability during the 2014/15 academic year:

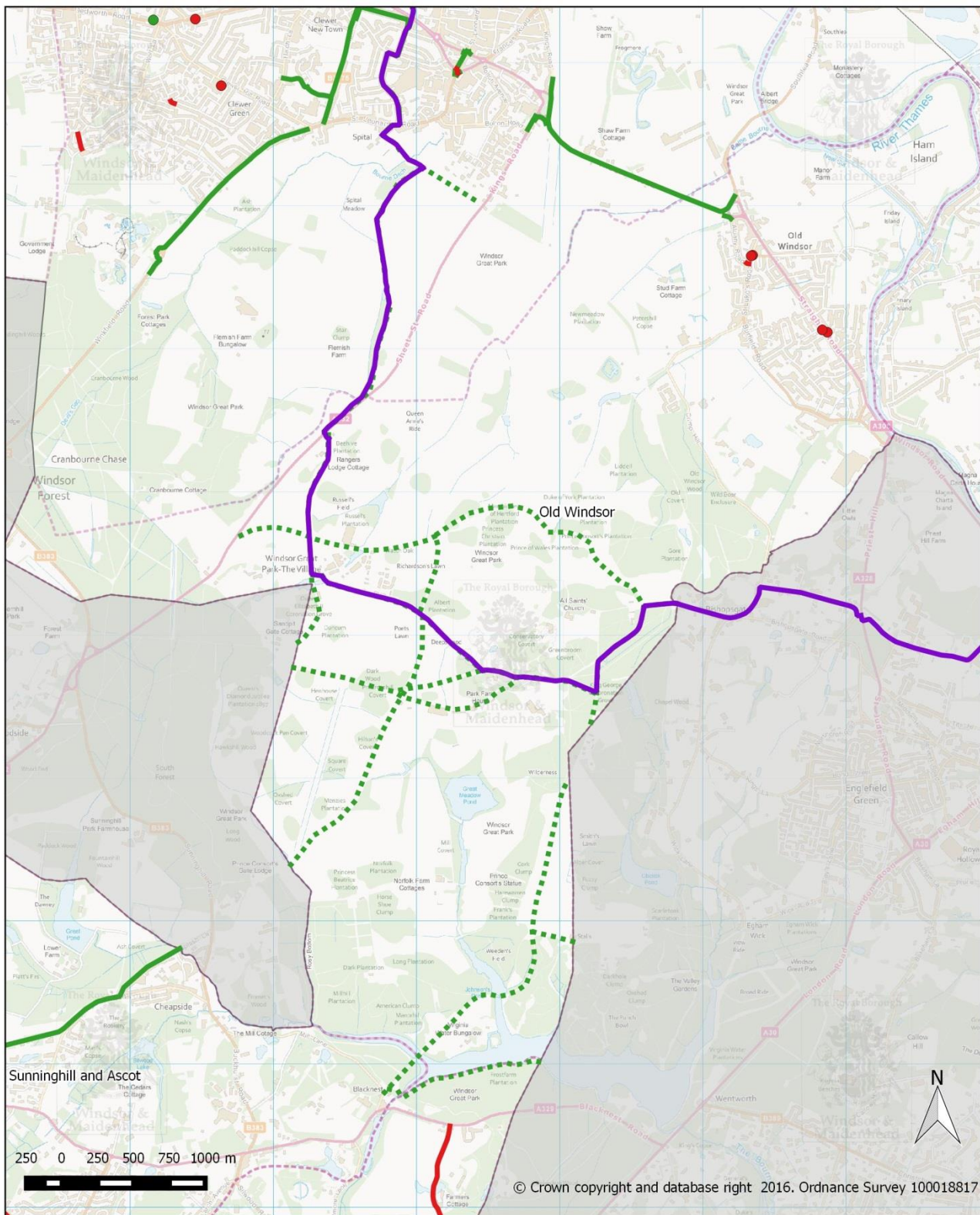
- King's Court First School
- The Royal School.

## 7. Action Plan

A number of potential actions have been identified to respond to the issues identified in the audit. These will be consulted upon internally and with key stakeholders including ward members, parish councils, the neighbourhood plan group, the cycle forum, and neighbouring local authorities.

Action	Responsibility	Deliverability	Cost
1. Encourage local schools to take part in the Bikeability training programme.	Transport Policy	✓✓✓	£
2. Improve and sign the cycle contra-flow at the southern end of Albany Road.	Transport Policy	✓✓✓	£
3. Install cycle parking at St Luke's Road district centre	Transport Policy	✓✓✓	£
4. Install cycle parking at Old Priory Post Office	Transport Policy	✓✓	£

**Figure 1: Old Windsor**



**Map of Existing and Proposed Cycle Routes and Cycle Parking Sites in Old Windsor**

**Legend**

- Proposed cycle parking sites
- Existing cycle parking sites
- Proposed cycle routes
- Existing cycle routes:
  - Crown Estate
  - RBWM
  - National Cycle Network

## Appendix 10: Area Profile - Windsor

### 1. Description of the Area

The Windsor area includes the following wards: Clewer North; Clewer South; Clewer East; Castle Without; the southern part of Eton and Castle; and Park. It is bounded by the River Thames to the north; Datchet to the east; Bray to the west; and Windsor Great Park to the south. It encompasses both of the Windsor Neighbourhood Plan areas.

### 2. Local Destinations

The following have been identified as the main cycling destinations within the local area:

Community:

- Clewer Youth and Community Centre
- Dedworth Library
- Gardeners Hall
- Manor Youth and Community Centre
- Windsor Library
- Windsor Youth and Community Centre

Education:

- Brigidine School
- Clewer Green CE First School
- Dedworth Green First School
- Dedworth Middle School
- Hilltop First School
- Homer First School
- Oakfield First School
- St Edward's Catholic First School
- St Edward's Royal Free Ecumenical School
- The Queen Anne Royal Free CE First School
- Trevelyan School
- Trinity St Stephens Primary School
- Upton House School
- Windsor Boys' School
- Windsor Girls' School

Employment:

- Centrica
- Keeler
- LEGOLAND®
- Tinkers Lane
- Vansittart Industrial Estate
- Windsor Racecourse
- Windsor Town Centre

Leisure

- Alexandra Gardens

- Bachelors Acre
- Clewer Memorial Recreation Ground
- LEGOLAND®
- River Thames
- Sutherland Grange
- Theatre Royal
- Vansittart Rec
- Windsor Castle
- Windsor Farm Shop
- Windsor Football Club
- Windsor Great Park
- Windsor Leisure Centre

Shopping:

- Dedworth Road
- Tesco superstore, Dedworth
- Windsor Town Centre

Transport:

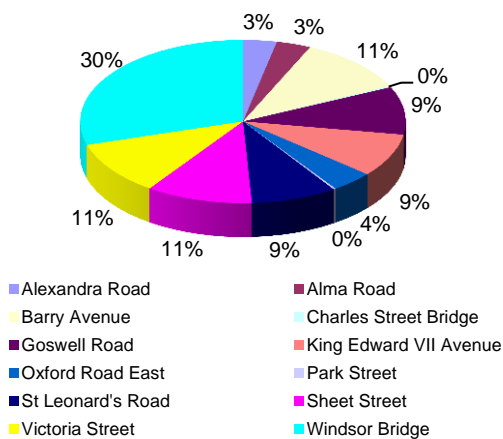
- Windsor and Eton Central Station
- Windsor and Eton Riverside Station

Cross-boundary links are important, particularly commuting trips to and from Slough, which is a key employment destination for Windsor residents and an important source of labour for jobs in the town.

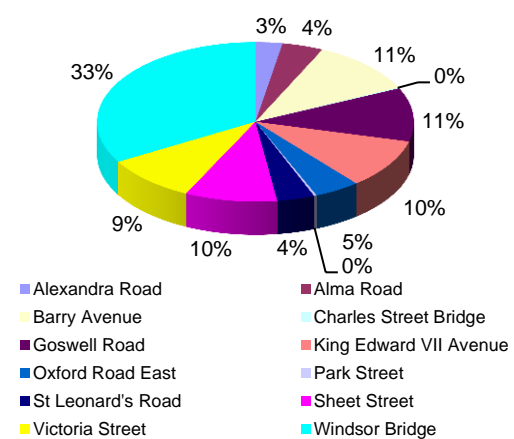
### 3. Existing Cycling Activity

Annual cordon counts are undertaken on all roads to / from the town centre. While figures fluctuate, there has been a gradual upward trend since 2006. In 2014/15, there were 1,452 cyclists recorded entering / leaving the town centre over a 12 hour period between 7am and 7pm. This is over 60% higher than the number observed in Maidenhead, despite Windsor having the smaller population.

Windsor Inbound Cyclists (12 Hour)



Windsor Outbound Cyclists (12 Hour)



Windsor Bridge is the most heavily used access point, accounting for over 30% of the total cycling trips to and from the town centre. Many of these trips are likely to have the town's two rail stations as an origin or destination.

The cycle counts highlight that there is a considerable difference between the number of women and men who are cycling to and from the town centre, with men outnumbering women by over 5:1. This imbalance is more pronounced than for the UK as a whole which is closer to 3:1.

[Strava Heat Maps](#) provide some indication as to cycling levels, but the data must be treated with a degree of caution, since the Strava smartphone apps tends to be used by sports cyclists rather than utility cyclists. Therefore, the results are not necessarily representative of everyday cycling activity.

Notwithstanding these caveats, the heat maps show that there are a number of routes that are currently well-used by cyclists, including many of the A and B roads:

- A308 Albert Road
- A308 Goslar Way / Imperial Road / Osborne Road
- A308 Maidenhead Road
- A332 Sheet Street Road
- B470 Datchet Road / King Edward VII Road
- B3022 St Leonard's Road / Winkfield Road
- B3022 Thames Street / High Street / Sheet Street
- B3024 Dedworth Road / Clarence Road
- B3173 Imperial Road

Minor roads that are well used include:

- Arthur Road
- Barry Avenue
- Clewer Hill Road
- Goswell Road
- Mill Lane
- Windsor Bridge

#### **4. Existing Cycling Infrastructure**

The area is crossed by [NCN4](#), which is a long-distance cycle route between London and Fishguard, via Reading, Bath, Bristol, Swansea, Carmarthen, Tenby, Haverfordwest and St David's. It also forms part of the [London to Land's End](#) long-distance cycle route that is popular with British and European cycle tourers.

NCN4 also provides local links to Eton, Eton Wick and the Great Park. It also provides onward connections to Maidenhead in the west and Egham and Staines in the east. The route mostly follows unmetalled tracks and estate roads.

The following represent the main formal cycle routes:

- A308 Albert Road – shared use footway / cycleway with toucan crossing near Kings Road roundabout
- A308 Alma Road – toucan crossing

- A308 Maidenhead Road – shared use footway / cycleway with toucan crossing near Gallys Road and cycle refuges at key junctions
- A308 Osborne Road – toucan crossing
- B3022 Winkfield Road – shared use footway / cycleway to LEGOLAND®
- B3022 Winkfield Road / Clewer Hill Road – toucan crossings
- B3173 Imperial Road – shared use footway / cycleway with toucan crossings at northern and southern ends
- Barry Avenue – shared use footway / cycleway with underpass beneath A332 Royal Windsor Way
- Vansittart Road - cycle track
- Vansittart Road to Alma Road – cycle track

Cycle parking is provided at the following locations:

- Coach park
- Datchet Road
- Dedworth Road
- High Street
- Jubilee Arch
- Madeira Walk
- Oxford Road East
- Rail stations (x2)
- River Street
- St Leonard's Road
- Victoria Street
- William Street
- Windsor Bridge
- Windsor Library

## **5. Key Issues**

The following issues have been identified from a desktop audit and previous correspondence:

- The area is crossed by a number of main roads, including the A308, A332, B3022, B3024 and B3173. These are heavily trafficked and present major barriers to cycling.
- A lack of available highway land is a key constraint to providing more cycle routes.
- Dedworth has a road layout with 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).
- Dedworth Road is not wide enough for a cycle route to be provided along its length.
- The Dedworth Road / Clarence Road/ Parsonage Lane / Hatch Lane junction causes problems for cyclists – there is conflict with vehicles entering / leaving the convenience store.
- Clarence Road roundabout is a key junction for all intra and inter-urban journeys through the town. However, it does not have any provision for cyclists, which makes it difficult to get between Dedworth and the town centre.
- The terraced streets in the old part of Windsor have extensive car parking, which limits opportunities to provide cycle routes.
- With the exception of NCN4, there are no cross-boundary cycle routes.
- Windsor is a major visitor destination, which means that roads can be heavily trafficked outside of the traditional commuter peak hours.

- Levels of cycling to school vary hugely – for example, Windsor Boys School regularly has upwards of 200 pupils cycling to school, while Windsor Girls School has a handful of cyclists.
- There is limited cycle parking serving the local shops along Dedworth Road.
- Visitor numbers to the Great Park have increased considerably in recent years, reaching 4 million per year. The area is very popular with cyclists and there is significant conflict between cyclists and other visitors at weekends and public holidays.
- The surface of NCN4 between St Leonards Road and Sheet Street Road has been cut up by equestrians on a number of occasions.
- There are few major developments planned for the area that will provide / fund new cycle facilities.
- The Crown Estate does not permit waymarking of NCN4 through the Great Park.
- Much of Windsor Great Park is affected by environmental designations, including Special Area of Conservation and Sites of Special Scientific Interest – these limit the potential for additional cycle routes.
- Crown Estate owns many of the highway verges alongside public roads through the Great Park, which restricts where cycle routes can be constructed.
- There are a number of major charity bike rides that pass through the area each year, including the Palace to Palace and the London to Windsor Bike Rides.

## **6. Road Safety**

The following cyclist casualties have been recorded in the area during the five years 2009 - 2013:

- 0 fatal
- 10 serious
- 65 slight casualties.

The following locations have clusters of three or more casualties:

- A308 Maidenhead Road / Mill Lane junction
- A308 Maidenhead Road / A332 Royal Windsor Way junction
- A308 Osborne Road / A308 Albert Road / A332 Kings Road junction
- B3022 Thames Avenue / B470 Datchet Road / Thames Street junction
- B3024 Dedworth Road / B3025 Vale Road / St Andrews Avenue junction

The following schools have taken part in Bikeability during the 2015/16 academic year:

- Clewer Green CE First School
- Dedworth Middle School
- Homer First School
- Queen Anne Royal Free CE First School
- St Edward's Royal Free Ecumenical School
- Trinity St Stephen First School
- Upton House School

## **7. Action Plan**

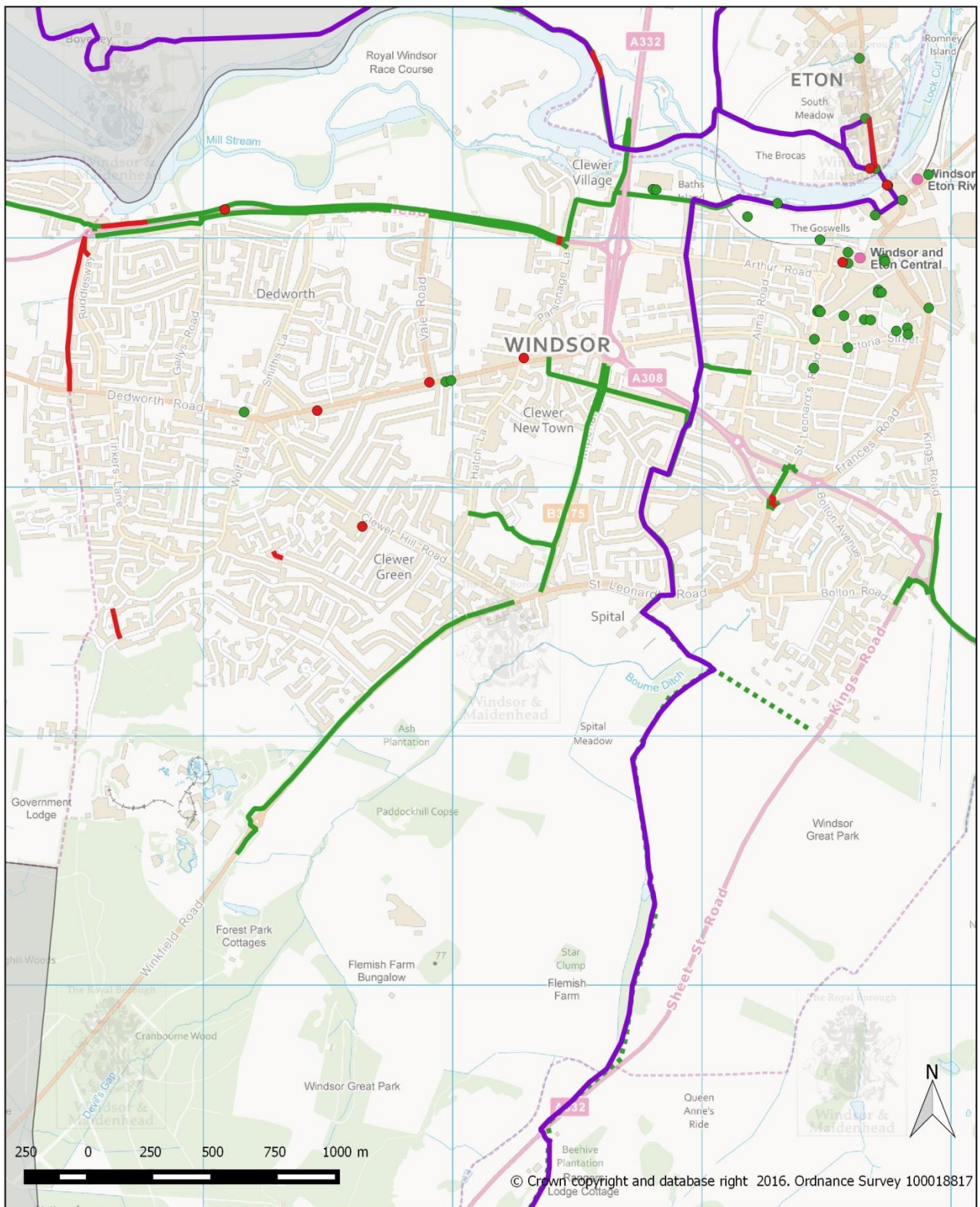
A number of potential actions have been identified to respond to the issues identified in the audit. These will be consulted upon internally and with key stakeholders including ward members, parish councils, the neighbourhood plan group, the cycle forum, and neighbouring local authorities.



Action	Responsibility	Deliverability	Cost
1. Encourage local schools to take part in the Bikeability training programme.	Transport Policy	✓✓✓	£
2. Undertake 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. §	Transport Policy / Cycle Forum	✓✓✓	£
3. Install cycle parking at Sutherland Grange	Transport Policy	✓✓✓	£
4. Install cycle parking at Dedworth Road shops	Transport Policy	✓✓✓	£
5. Install cycle parking at Royal Windsor Shopping (to serve Windsor & Eton Central Station)	Transport Policy / Windsor Royal Shopping	✓✓✓	£
6. Install cycle parking at Windsor and Eton Riverside Station	Transport Policy / South West Trains	✓✓✓	£
7. Provide parallel cycle crossing adjacent to zebra crossing on A308 west of Mill Lane	Transport Policy	✓✓✓	££
8. Provide parallel cycle crossing adjacent to zebra crossing at A308 / B3022 junction	Transport Policy	✓✓✓	££
9. Install cycle parking at Clewer Hill Shops	Transport Policy	✓✓	£
10. Install cycle parking off Goswell Road (next to lift)	Transport Policy	✓✓	£
11. Upgrade bridleway between St Leonard's Hill and Wilton Crescent.	Transport Policy / Public Rights of Way	✓✓	£
12. Upgrade bridleway between Maidenhead Road and Dedworth Road	Transport Policy / Public Rights of Way	✓✓	£
12. Investigate opportunities for filtered permeability (i.e. through routes for cyclists but not motor vehicles)	Transport Policy	✓✓	£

§ *Propensity to Cycle Tool* shows where cycling levels are highest and where it has the greatest potential to grow (<http://www.pct.bike>)

Figure 1: Windsor



Map of Existing and Proposed Cycle Routes and Cycle Parking Sites in Windsor

Legend

- Proposed cycle parking sites
- Existing cycle parking sites
- Proposed cycle routes
- Existing cycle routes:
  - Crown Estate
  - RBWM
  - National Cycle Network

## EQUALITY IMPACT ASSESSMENT – a step-by-step guide

The Equality Act 2010 legally requires all public bodies, including local authorities, to give due regard to equalities when undertaking their functions. An important part of this process is the use of Equality Impact Assessments.

Equality Impact Assessments (EQIAs) should be carried out whenever you plan, change or remove a service, policy or function. Carrying out a good Equality Impact Assessment will help you to:

- Assess any potential impacts, positive and negative, in a proportionate way and with relevance
- Make decisions that are justified, evidenced, relevant and identify any mitigating proposals
- Prioritise expenditure in an efficient and fair way
- Have a record showing that the potential impacts have been considered and that decisions are based on evidence

It is important the EQIA is carried out at the earliest opportunity to ensure that you have the time to undertake any additional work that will inform your decisions, for example community engagement.

**Remember: EQIAs need to cover both the impacts on the workforce (employment) and customers/public (service delivery).**

EQIAs are public documents and as such will be published on the council website. When you have completed an EQIA please send it to [anna.trott@rbwm.gov.uk](mailto:anna.trott@rbwm.gov.uk)

If the EQIA forms part of a report to Cabinet or any other committee, please also send a copy to the relevant clerk in Democratic Services.

# Equality Impact Assessment Template

<b>Directorate:</b> Operations	
<b>Service:</b> Highways and Transport	
<b>Name of Officer/s completing assessment:</b> Gordon Oliver	
<b>Date of Assessment:</b> 27 January 2017	
<b>Name of service/function or policy being assessed:</b> Cycling Strategy	
108	<p>1. What are the aims, objectives, outcomes, purpose of the policy, service change, function that you are assessing?</p> <p>Aims:</p> <ul style="list-style-type: none"> <li>• To deliver a safe, direct, convenient, coherent and connected cycle route network</li> <li>• To improve integration between cycling and other forms of transport</li> <li>• To ensure that cycling provision is an integral part of the design of new development and is not considered as an afterthought</li> <li>• To ensure that cycling facilities are designed and built in accordance with (and where appropriate exceed) standards specified in national guidance and best practice</li> <li>• To improve local health outcomes for residents by increasing cycling activity levels</li> <li>• To establish monitoring and evaluation mechanisms that will measure the impact of local cycling investment</li> </ul>
	<p>2. Who implements or delivers the policy, service or function? State if this is undertaken by more than one team, service, and department including any external partners.</p> <p>The following will be involved in delivering the strategy:</p> <ul style="list-style-type: none"> <li>• RBWM Highways &amp; Transport – client</li> <li>• RBWM Leisure Services – client</li> <li>• Project Centre - scoping and feasibility (plus design, consultation and other consultancy support sub-contracted from Volker)</li> <li>• Volker Highways – scheme construction</li> </ul>

	<ul style="list-style-type: none"> <li>• Cycle Experience – Bikeability Training</li> <li>• Parkwood Leisure / Maidenhead Cycle Hub – led bike rides</li> </ul>
<p>109</p>	<p>Who will be affected by this proposal? For example who are the external/internal customers, communities, partners, stakeholders, the workforce etc. Please consider all of the Protected Characteristics listed. Bear in mind that people affected by the proposals may well have more than one protected characteristic.</p> <p>The strategy aims to promote cycling for <b>all</b> borough residents and does not discriminate on the grounds of age, disability, gender, marital status, pregnancy, race, religion / belief, sexual orientation.</p> <p>The strategy recognises that there are more men than women cycling, with local gender imbalances that are more pronounced than the national average.</p> <p>Young people, the elderly and people with mobility impairments may experience difficulties when cycling in traffic.</p> <p>People with visual / mobility impairments may experience problems when sharing footways with cyclists due to not being aware of approaching cyclists and potential risk of collision.</p>
<p>3.</p>	<p>What are any likely positive impacts for the group/s identified in (3) above? You may wish to refer to the Equalities Duties detailed in the background information.</p> <p>The strategy identifies that women young people, the elderly and those with mobility impairments value safe cycling infrastructure - improving cycling routes has been identified as a priority in the strategy.</p> <p>The strategy identifies the need to provide segregation between cyclists and other road users wherever possible in order to improve the safety of cyclists and pedestrians.</p> <p>Provision of dedicated cycling facilities will reduce illegal cycling in pedestrianised areas / on footways.</p>

4.	<p>What are the likely negative impacts for the group/s identified in (3) above? If so then are any particular groups affected more than others and why?</p> <p>None</p>
5.	<p>Have the impacts identified in (3) and (4) above been assessed using up to date and reliable evidence and data? Please state evidence sources and conclusions drawn (e.g. survey results, customer complaints, monitoring data etc).</p> <p>The Council has received several complaints in recent months about illegal cycling activity in pedestrianised areas of High Street in Maidenhead and Peascod Street in Windsor.</p> <p>There have been several reports identifying barriers to women, children and the elderly cycling which have all shown that road safety / a lack of segregated cycle routes are the main issues – for further information, see: <a href="https://www.cycling-embassy.org.uk/wiki/barriers-cycling">https://www.cycling-embassy.org.uk/wiki/barriers-cycling</a>.</p>
6.	<p>Have you engaged or consulted with any identified groups or individuals if necessary and what were the results, e.g. have the staff forums/unions/ community groups been involved?</p> <p>The strategy has been developed in consultation with:</p> <ul style="list-style-type: none"> <li>• Cycle Forum</li> <li>• Local Access Forum</li> <li>• Access Advisory Forum</li> <li>•</li> </ul>
7.	<p>What plans do you have in place, or are developing, that will mitigate any likely identified negative impacts? For example what plans, if any, will be put in place to reduce the impact?</p> <p>The strategy identifies the need to provide segregation between cyclists and other road users wherever possible in order to improve the safety of cyclists and pedestrians.</p>



8. What plans do you have in place to monitor the impact of the proposals once they have been implemented? (The full impact of the decision may only be known after the proposals have been implemented). Please see action plan below.

The council undertakes annual surveys of walking and cycling trips to and from Maidenhead and Windsor town centres – this includes a breakdown of cyclists by gender.

Numbers of children cycling to school are measured as part of School Travel Plans.

The Council monitors the number of children receiving Bikeability training.

Residents' satisfaction with cycling facilities is measured in the NHT Public Satisfaction Survey.

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<b>What course of action does this EQIA suggest you take? More than one of the following may apply</b>	✓
<b>Outcome 1: No major change required.</b> The EQIA has not identified any potential for discrimination or adverse impact and all opportunities to promote equality have been taken	✓
<b>Outcome 2: Adjust the policy</b> to remove barriers identified by the EQIA or better promote equality. Are you satisfied that the proposed adjustments will remove the barriers identified? (Complete action plan).	
<b>Outcome 3: Continue the policy</b> despite potential for adverse impact or missed opportunities to promote equality identified. You will need to ensure that the EQIA clearly sets out the justifications for continuing with it. You should consider whether there are sufficient plans to reduce the negative impact and/or plans to monitor the actual impact (see questions below). (Complete action plan).	
<b>Outcome 4: Stop and rethink</b> the policy when the EQIA shows actual or potential unlawful discrimination. (Complete action plan).	

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### Action Plan and Timetable for Implementation

At this stage a timetabled Action Plan should be developed to address any concerns/issues related to equality in the existing or proposed policy/service or function. This plan will need to be integrated into the appropriate Service/Business Plan.

Action	Target Groups	Lead Responsibility	Outcomes/Success Criteria	Monitoring & Evaluation	Target Date	Progress to Date
Provision of cycle routes	All cyclists, including women, the elderly and children.	RBWM Highways & Transport	Additional cycle routes constructed	Capital Programme Delivery	Ongoing	See RBWM cycle network
Bikeability training	Schoolchildren in years 4-7	Cycle Experience	Number of children receiving training & number passing levels 1, 2 and 3.	Bikeability programme	Ongoing	766 children trained in 2016/17





**Signed**

**Lead Officer:**.....

**Date:**.....

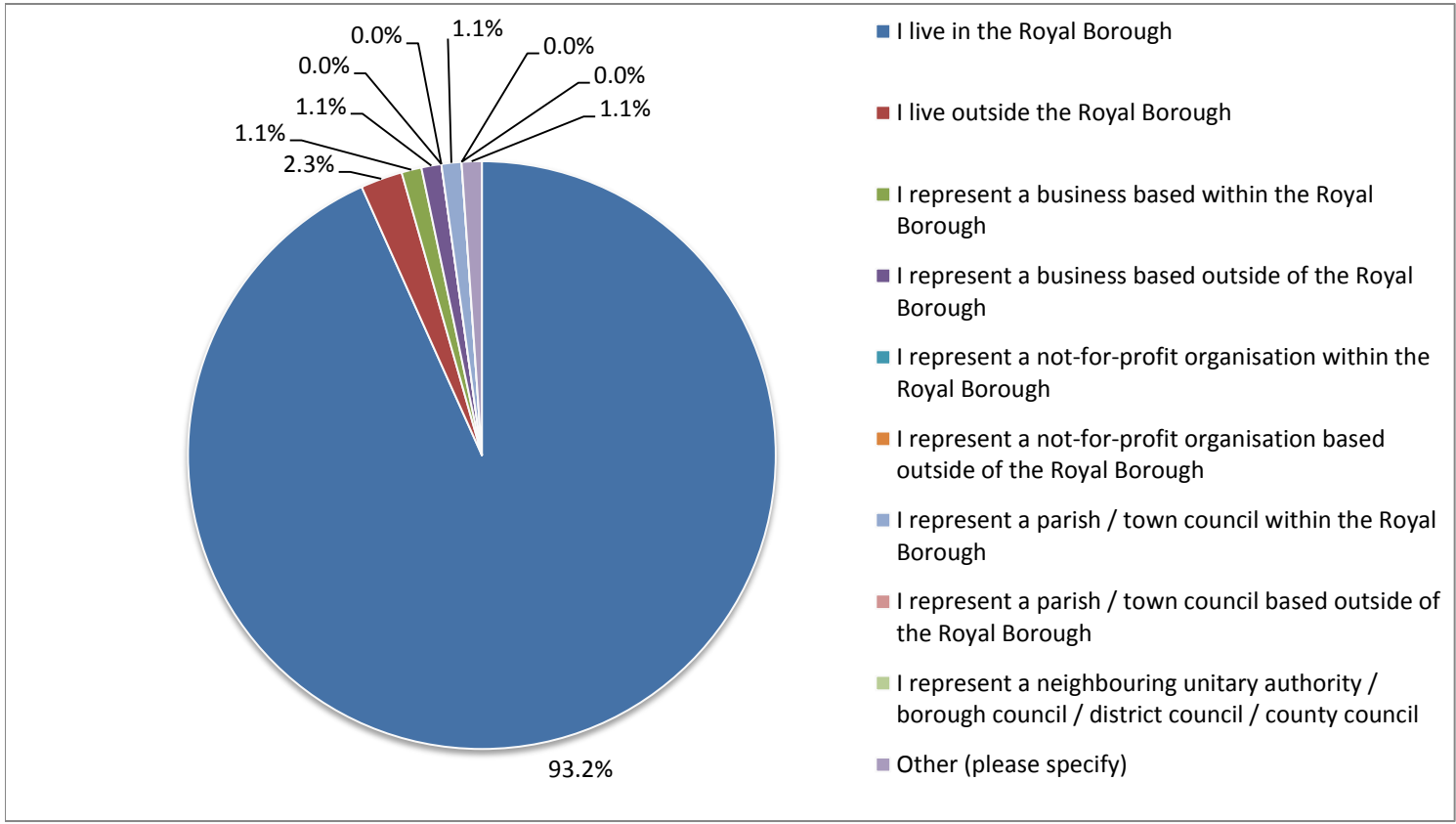
**Director:**.....

**Date:**.....

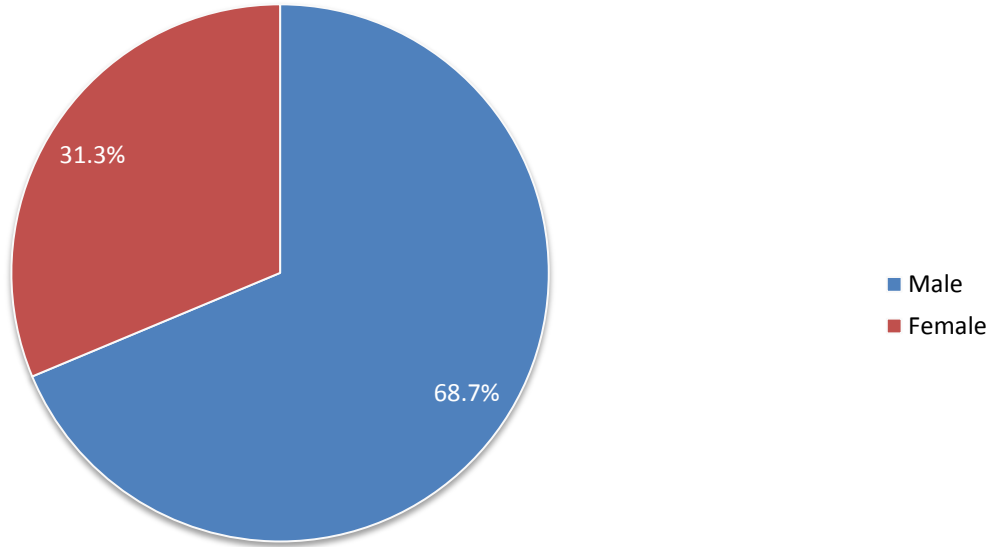
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Which of the following best describes you?		
Answer Options	Response Percent	Response Count
I live in the Royal Borough	93.2%	82
I live outside the Royal Borough	2.3%	2
I represent a business based within the Royal Borough	1.1%	1
I represent a business based outside of the Royal Borough	1.1%	1
I represent a not-for-profit organisation within the Royal Borough	0.0%	0
I represent a not-for-profit organisation based outside of the Royal	0.0%	0
I represent a parish / town council within the Royal Borough	1.1%	1
I represent a parish / town council based outside of the Royal	0.0%	0
I represent a neighbouring unitary authority / borough council /	0.0%	0
Other (please specify)	1.1%	1
<i>answered question</i>		<b>88</b>
<i>skipped question</i>		<b>0</b>

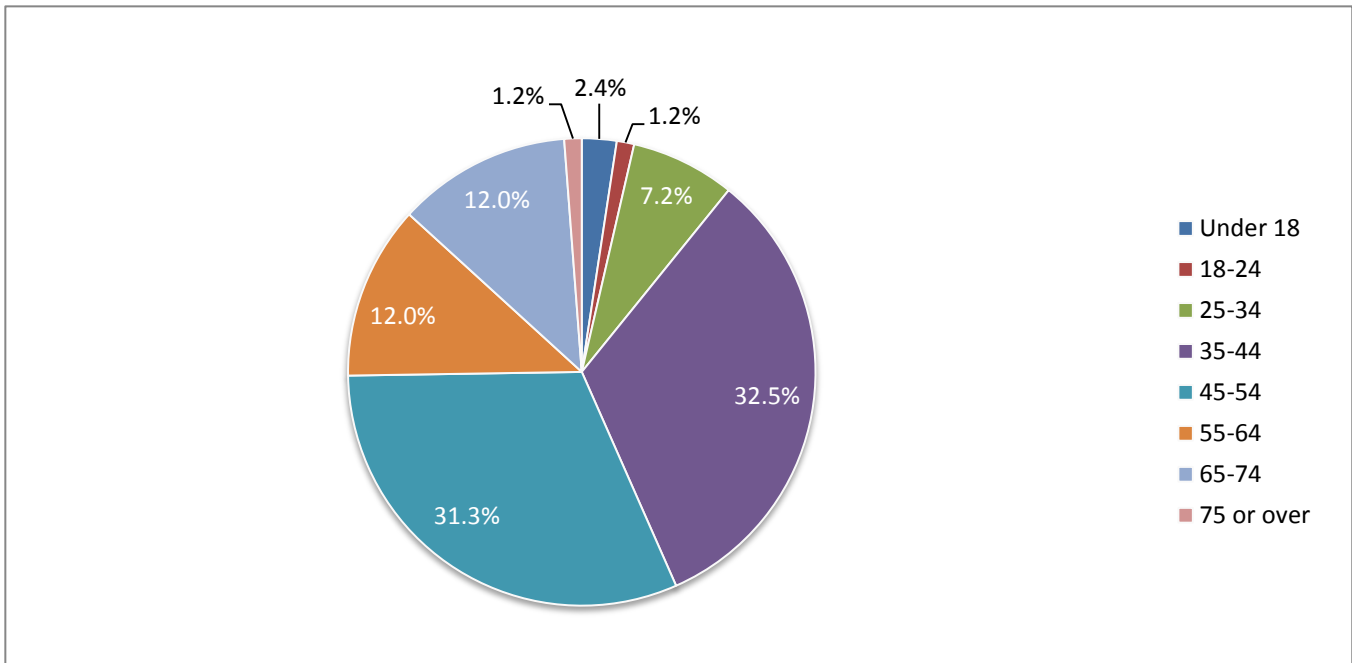
Number	Response Date	Other (please specify)	Categories
1	Nov 15, 2016 7:33 PM	visit family in rbwm	



Are you?		
Answer Options	Response Percent	Response Count
Male	68.7%	57
Female	31.3%	26
<i>answered question</i>		<b>83</b>
<i>skipped question</i>		<b>5</b>

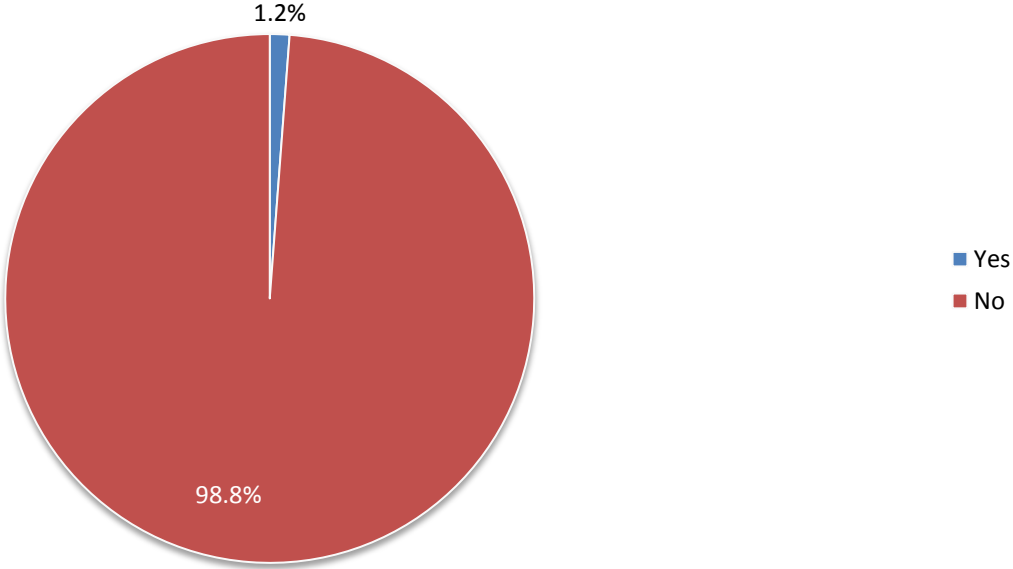


How old are you?		
Answer Options	Response Percent	Response Count
Under 18	2.4%	2
18-24	1.2%	1
25-34	7.2%	6
35-44	32.5%	27
45-54	31.3%	26
55-64	12.0%	10
65-74	12.0%	10
75 or over	1.2%	1
<i>answered question</i>		<b>83</b>
<i>skipped question</i>		<b>5</b>

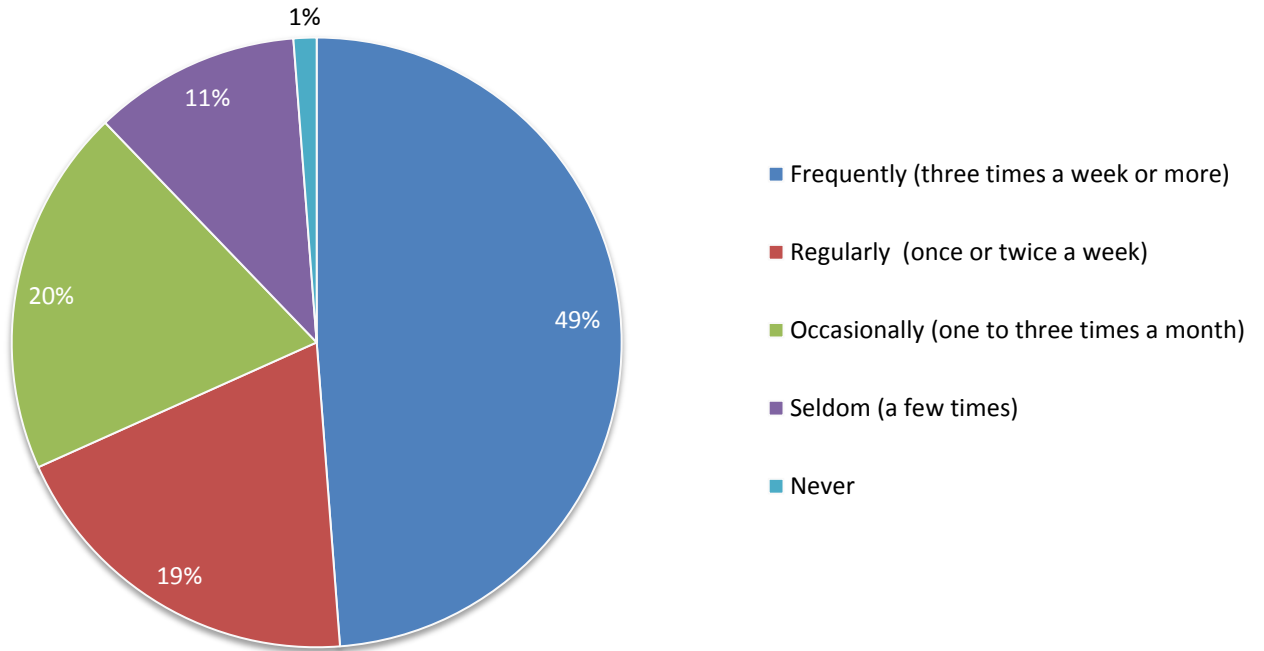


**Do you have a disability or health issue that prevents you from cycling or otherwise limits your personal mobility?**

Answer Options	Response Percent	Response Count
Yes	1.2%	1
No	98.8%	82
<i>answered question</i>		<b>83</b>
<i>skipped question</i>		<b>5</b>

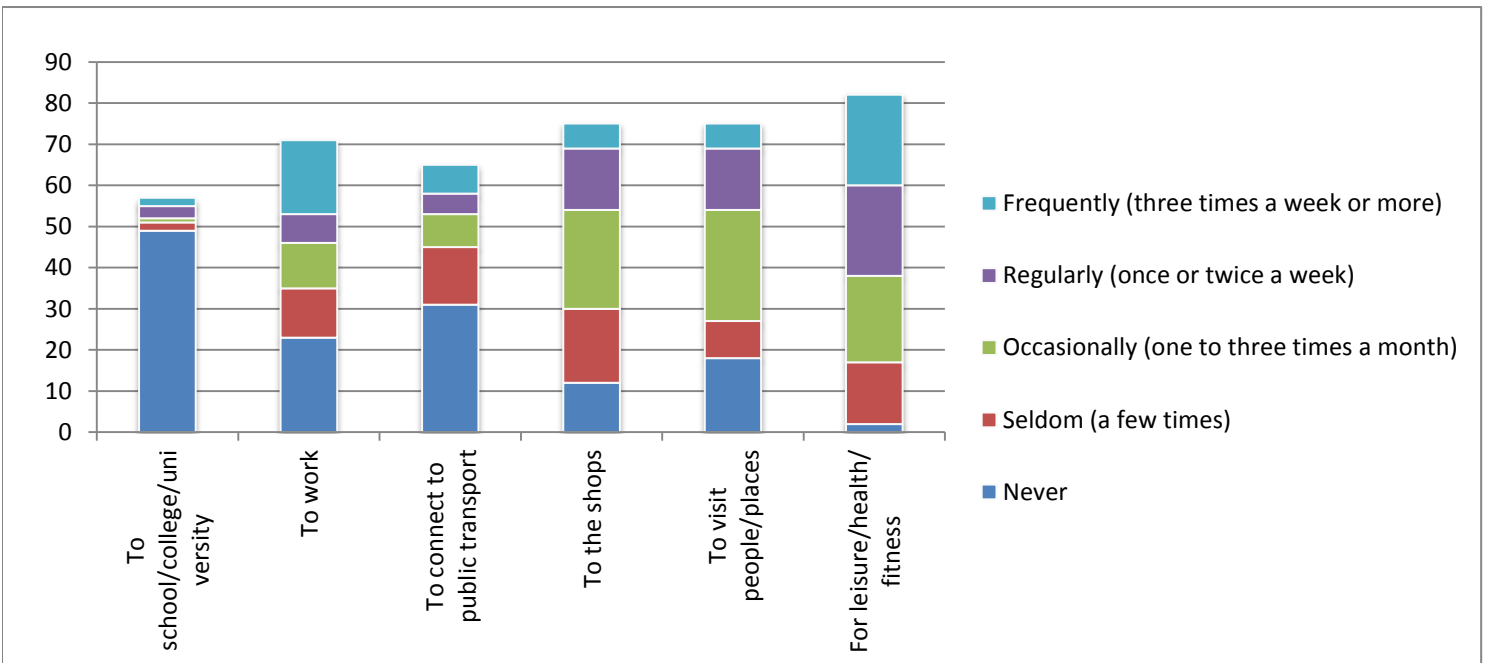


How often have you cycled in the last 12 months?						
Answer Options	Frequently (three times a week or more)	Regularly (once or twice a week)	Occasionally (one to three times a month)	Seldom (a few times)	Never	Response Count
All journey	40	16	16	9	1	82
	<i>answered question</i>					82
	<i>skipped question</i>					6



How often have you cycled in the last 12 months for the following journey purposes?

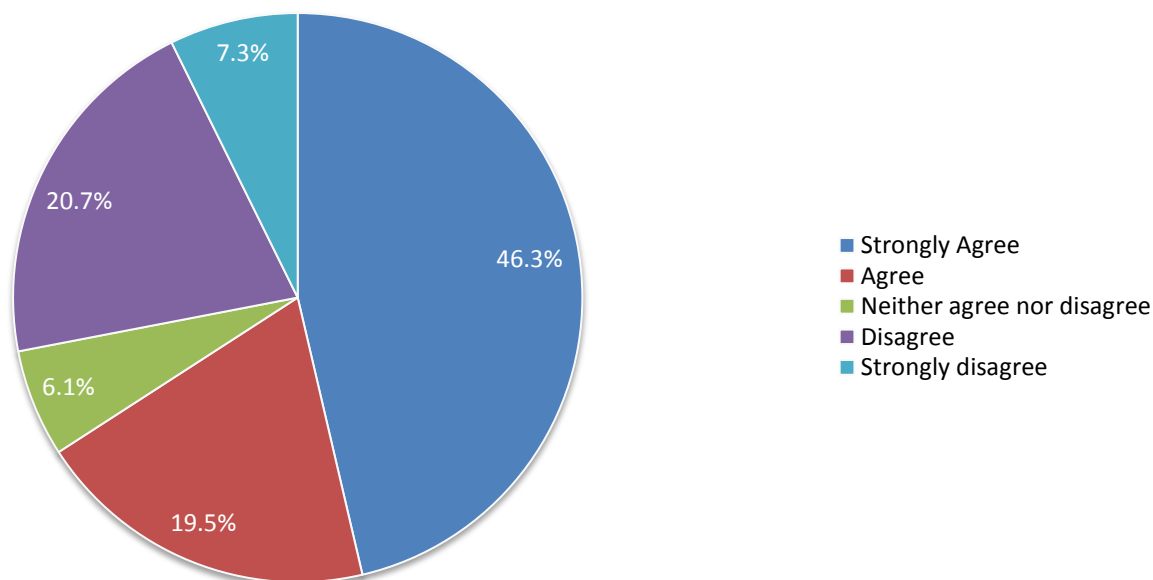
Answer Options	Frequently (three times a week or more)	Regularly (once or twice a week)	Occasionally (one to three times a month)	Seldom (a few times)	Never	Response Count
To school/college/university	2	3	1	2	49	57
To work	18	7	11	12	23	71
To connect to public transport	7	5	8	14	31	65
To the shops	6	15	24	18	12	75
To visit people/places	6	15	27	9	18	75
For leisure/health/ fitness	22	22	21	15	2	82
<i>answered question</i>						<b>83</b>
<i>skipped question</i>						<b>5</b>





The vision statement in the Cycling Strategy describes the ideal future situation that we aspire to achieve: "There is an established cycling culture within the Royal Borough

Answer Options	Response Percent	Response Count
Strongly Agree	46.3%	38
Agree	19.5%	16
Neither agree nor disagree	6.1%	5
Disagree	20.7%	17
Strongly disagree	7.3%	6
Comments		33
<i>answered question</i>		<b>82</b>
<i>skipped question</i>		<b>6</b>



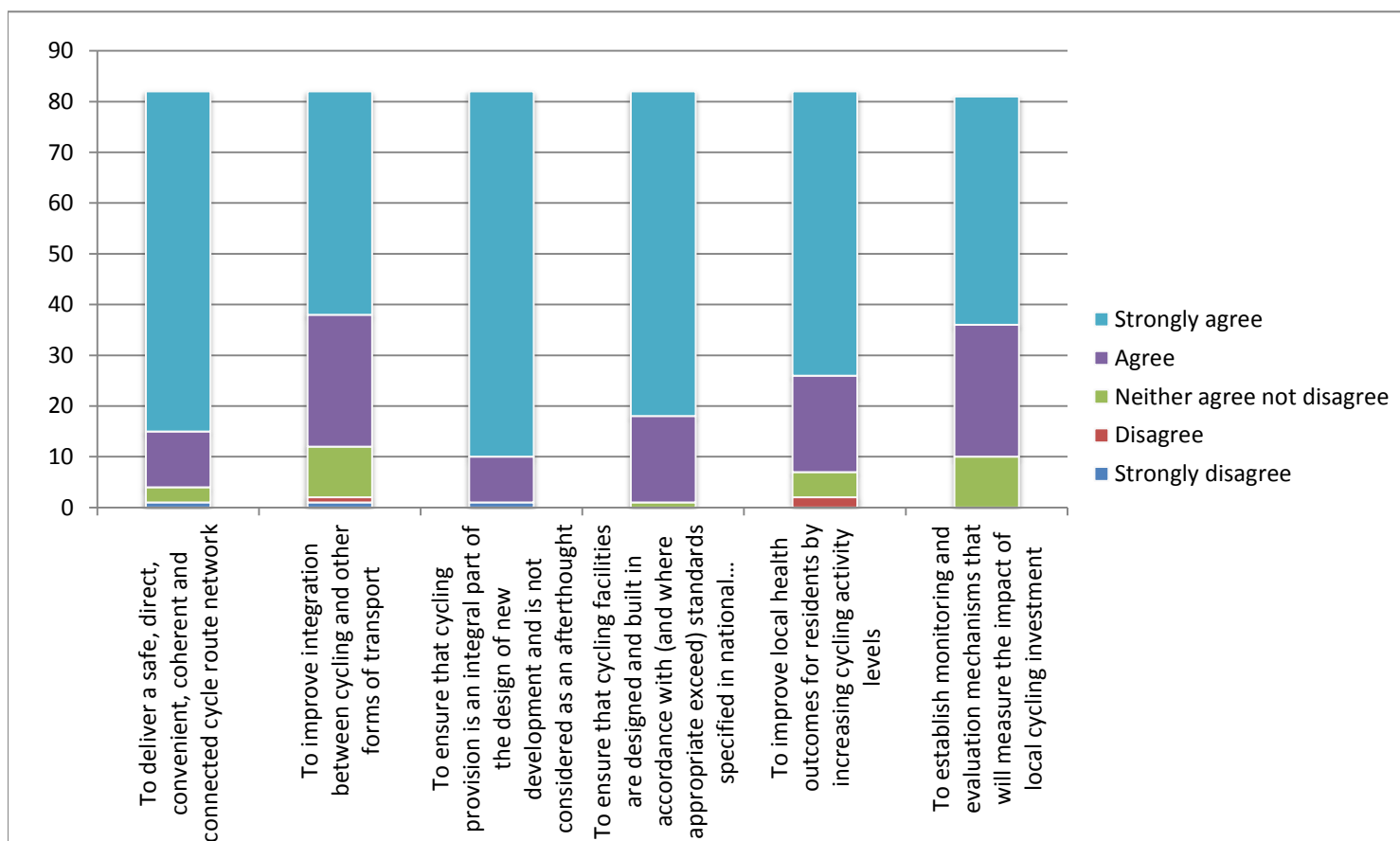
Comments	Proposed Response
This is accepted but doesn't deal with the real issue of safety where cycle routes are broken at critical points	- No change - This is addressed in the objectives
Continued Investment in infrastructure	-
We need a dedicated cycle path from Ascot To Windsor	-
Cycle areas are fragmented - the Royal Park is not available all the time and access is always by busy roads.	- No change - This is addressed in the objectives. The Great Park is now open to cyclists after dark.
There is a cycling culture but not on as wide as scale as there could be. It's not seen as particularly safe which prevents take-up. Kids don't adopt it easily because it's not seen as safe by parents, not encouraged by schools and not seen as trendy by the kids.	- Change the start of the vision statement to "There will be..."
If only this could happen. There is very little joined up infrastructure to use. Compared the Bracknell Forest, we simply do not have enough to call a working system. Self interested landowners, constantly block any new routes and progress	-
There is no evidence of such vision. Cycling routes are few and do not cater for cycling for fitness or pleasure adequately.	- Change the start of the vision statement to "There will be..."
We're not there yet, but it's a good objective	- Change the start of the vision statement to "There will be..."
Not sure this statement is true and can't really see any infrastructure investment apart from the odd cycle lane. Don't feel there is a 'culture' of cycling.	- Change the start of the vision statement to "There will be..."
On key routes that connect Windsor with nearby towns, there is little specific provision for cyclists. Particularly connecting Windsor with Staines (i.e. along A308 or B376). ▯	- No change - detailed issues are covered in the area profiles.

Ensure that you consult with cycling groups when designing things such as new cycle lanes far too many are not fit for purpose and as such are not used which is a waste of tax payers money for all concerned.	-
I took part in the cycle to work scheme where I could purchase a bike tax free but other than that I haven't seen anything that shows me that Windsor promotes cycling currently. I am definitely in favour of this strategy.	-
Not enough marked cycle lanes and signage. Cars definitely have a perceived priority on the roads.	-
Most people around me would rather drive and do not understand why as a family we would choose to cycle.	-
Cycling in the borough is very dangerous; the RBWM promised to aim for Dutch standards when building new roads. The Stafferton Rd link is a clear example of how not to build in cycling infrastructure .[]	-
We're very far from that vision at present.	- Change the start of the vision statement to "There will be..."
I agree with the vision. Should not it also include that the facilities are provided to make this happen (e.g. cycle lanes, bike parking, ...	- No change - This is addressed in the objectives and action plan.
Cycling in Windsor is viewed as a dangerous activity since there are a small number of cycle lanes and they tend to be disconnected from each other	- Change the start of the vision statement to "There will be..."
In my area the roads simply are not safe enough to cycle, they are narrow and winded with no cycle path or pavements.	- Change the start of the vision statement to "There will be..."
The biggest challenge faced is the word "safe" used in this statement. Too many people I speak to are afraid to use bicycles in this area due to the fact they are forced to endure the busy traffic. Where there are shared paths they are often interrupted by busy junctions or uneven surfaces. Progress is slow and there is a lot of work to be done to bring cycling up to the levels we observe in Europe.	-
Cycling should be limited to recreation in designated areas that do not impede pedestrians or cars.	-
Too polluted with diesel so not healthy	-
This can't happen until a number of issues are addressed. Firstly there are no safe and easy ways to cross the A4. Secondly driver's attitudes towards speeding and careful driving in the borough is some of the worst I've ever seen. I was not brought up in this area and despite living in this area for 7 years, I am still shocked at how little people care for the lives of others on the roads around here. I live on Blackamoor Lane where speeding and reckless driving makes me fear for the safety of me and my son every day.	- No change - This is addressed in the action plan and area profiles.
It is an ideal future but will it ever be a reality? Cycling appears to be an inconvenience in the borough. Cars and lorries always take priority. Cycle lanes are inadequate. The roads are unsafe. My child goes off to school on his bike and I worry that he will get knocked off. I cycle along the Marlow Road in Maidenhead to work and it is like taking your life in your hands every time. I wonder if the councillors really appreciate the need? All the new houses being built, a proportion of developer contribution should be ringfenced to introducing cycle lanes on surrounding roads.	-
As a "vision statement" the tense is not quite right? As a vision "Striving to develop an established cycling culture within the Royal Borough where cycling is seen as a safe, attractive, healthy and normal form of everyday transport for residents, employees and visitors."	- Change the start of the vision statement to "There will be..."
There are some good cycle paths but they do not join strategic locations well enough	- This is addressed in the action plan
Not seen as attractive as too many cycle thefts preventing people who work in town cycling and leaving bike	- This is addressed in the action plan
Vision statements in general are idealalistic.....more is needed to be done to train drivers who have never cycled to be more respectful	- This is addressed in the action plan
Drivers are very aggressive, it is dangerous to cycle on the roads where I am	- This is addressed in the action plan

<p>People like to cycle but I would not say it is SAFE. In Waltham St Lawrence the roads are bendy and there is no safe cycleway or indeed footpath. Further the bus service is abysmal and there is NOT a bus that runs to the nearest station and shops in Twyford.</p>	<p>- Change the start of the vision statement to "There will be..."</p>
<p>I would also add to the statement, that it be seen as a 'desirable means of transport' - avoiding traffic, easier parking, exercise, and reducing CO2</p>	<p>- No change - the vision statement already refers to cycling as an 'attractive' form of transport.</p>
<p>Needs to be more areas to secure bikes while working in Windsor</p>	<p>-</p>
<p>The idea of a "cycling culture" does not sit well with something being normal. I don't believe I've seen references to a "motoring culture" but too many people see driving everywhere as normal.</p>	<p>-</p>

### How strongly do you agree with the aims of the strategy?

Answer Options	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Response Count
To deliver a safe, direct, convenient, coherent connected cycle route network	67	11	3	0	1	82
To improve integration between cycling and other forms of transport	44	26	10	1	1	82
To ensure that cycling provision is an integral part of the design of new development and is not considered as an afterthought	72	9	0	0	1	82
To ensure that cycling facilities are designed and built in accordance with (and where appropriate exceed) standards specified in	64	17	1	0	0	82
To improve local health outcomes for residents by increasing cycling activity levels	56	19	5	2	0	82
To establish monitoring and evaluation mechanisms that will measure the impact of local cycling investment	45	26	10	0	0	81
Comments						22
<i>answered question</i>						<b>82</b>
<i>skipped question</i>						<b>6</b>

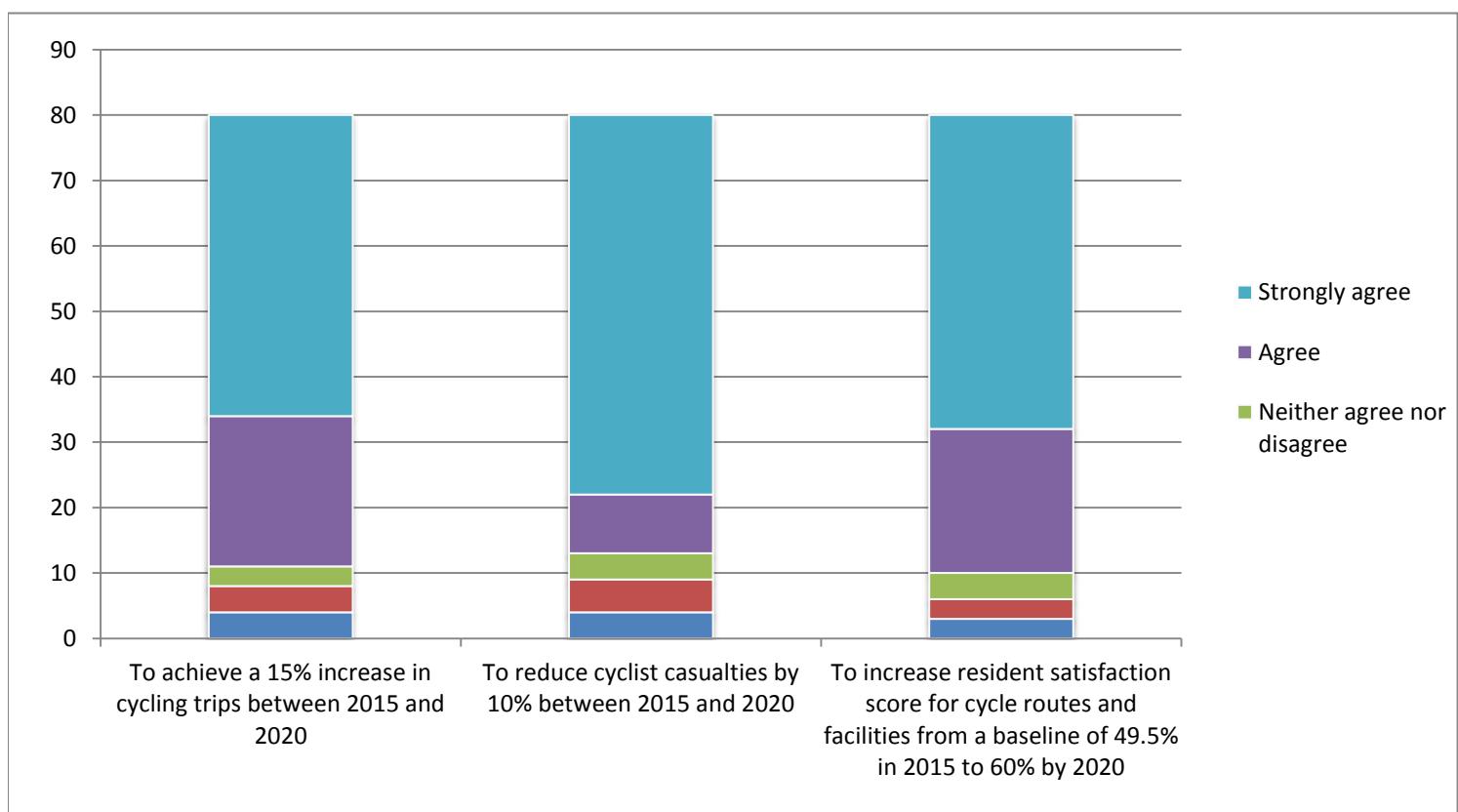


Comments	Proposed Response
Also to educate all road users to co-exist happily.	- No change - this is covered in the action plan.
Please use plain language to say what you mean to do. I only have four degrees (inc. a PhD); so I have to look up "health outcome" and have still to learn what "best practice" REALLY means.	-
People who cycle should be consulted on how to achieve. There's lots of annoying things with existing cycle paths, even new ones. They're not designed from the cyclist perspective.	- No change - this is covered in the action plan.
To get the community on bikes you have to inspire the community and ensure they view bikes differently, perhaps cool or fun, a local closed road family charity ride or a race such as one from the tour series would help <a href="http://www.tourseries.co.uk/">http://www.tourseries.co.uk/</a>	- No change - this is covered in the action plan.
Safe cycling routes are limited at the moment so anything to improve them would be marvellous.	-
They're lofty aims considering the money spent on the cyclists death trap with a fountain on it just been spent.	-
To decrease traffic congestion and pollution.	- No change - although a change from car to bike for local journeys may have a net benefit in terms of congestion and pollution, there may be occasions where increasing priority over motor vehicles may lead to increased congestion locally (e.g. a new crossing facility).
How is £75000 sufficient for any new substantial building of cycling infrastructure ; this figure is the annual cycling budget in RBWM	- No change - Section 7 identifies a range of possible funding sources.
Needs to be not to the direct detriment of car users though. E.g. The Great Park is a brilliant place to cycle and there's more than enough space to create a dedicated cycle path adjacent to the road which would improve safety and efficiency for both cyclists and drivers. For journeys where cycling is not appropriate - we still need to be able to get around easily by car.	- No change - the Great Park (including some highway verges) are under the control of the Crown Estate. This strategy seeks to encourage cycling as a means of transport as well as a recreational activity.
Please put extra effort into making cycling safe for ordinary people (as opposed to cycling clubs) in rural areas. We need safe cycle paths that connect to villages. Speed limits need to be reduced and protective areas made for cyclists.	- No change - this is dealt with in the action plan and area profiles
RBWM's strategy statement has always been good - the implementation has however been rather poor	-
Health is dependent on so many other factors and lifestyle choices that I would advise excluding it as a measure to evaluate the success of cycling. To make it safe and easy to access is excellent and good to see it as the first point listed. Making it part of	-
Designated bike paths should be designed in the Great Park so cyclists have somewhere to go without causing congestion and danger on the roads.	- No change - routes through the Great Park are under the control of the Crown Estate. This strategy seeks to encourage cycling as a means of transport as well as a recreational activity.
You must achieve the aims & not water them down eg design and build to best practice takes a lot of money. Ensure route is not cobbled together eg up and down pavements, through areas without right of way (eg private road)	-
Spend a fortnight in the Netherlands using the bike car and public transport and see how it should be done	-
The aims are promising - but I would be more impressed if they included a timescale, otherwise they could be worthy but worthless.	- No change - the aims are supported by a number of SMART objectives.
Improving cycle paths for commuters will aid access to Crossrail. Important to reduce other traffic volume, pollution and improve area. Cycling is one of the best low impact exercises for ageing population.	-

Encourage more businesses to provide secure cycle storage and more importantly shower facilities and kit storage	- No change - this is incorporated into the objective relating to new development.
Strategy is fine but not much commitment behind it	-
But what about people who live in places where there are no new developments - such as Waltham St Lawrence?	- No change - specific actions for individual areas are identified in the Area Profiles.
Shared use paths with the accompanying road signs interspersing their length, conflict between pedestrians, and lack of a continuous and uninterrupted route(cyclists dismount at every junction), are not fit for purpose, and inevitably mean cyclists will use the road.[] A combination of direct to destination quietways (traffic restrictions), speed reductions and traffic calming measures, and ideally protected on road cycle paths should be the minimum, and will well exceed your goals below, and achieve the vision in the true sense.[] Pavements should be kept clear for pedestrians, by making parking on them illegal.	-
Concern that a focus on quality will prevent build of cycling facilities.	-

## How strongly do you agree with the strategy's objectives?

Answer Options	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	Response Count
To achieve a 15% increase in cycling trips between 2015 and 2020	46	23	3	4	4	80
To reduce cyclist casualties by 10% between 2015 and 2020	58	9	4	5	4	80
To increase resident satisfaction score for cycle routes and facilities from a baseline of 49.5% in 2015 to 60% by 2020	48	22	4	3	3	80
Comments						28
<i>answered question</i>						<b>80</b>
<i>skipped question</i>						<b>8</b>



Comments	Proposed Response
Is a 10% reduction in casualties sufficient or a challenging enough target?	- Adopt a more stretching target of 20%
The targets seem admirable, but I don't have enough info to comment on them.	-
Percentages can be very deceptive, especially if data cannot be captured reliably and interpreted without bias.	-
Think you need to aim higher than your 10% reduction in cyclist casualties.	- Adopt a more stretching target of 20%
Target for reduction in casualties is not high enough.	- Adopt a more stretching target of 20%
I think the strategy's aims of reducing casualties is insulting your aim should be to reduce a far higher number of casualties and support your local police force in undertaking a close pass initiative as has been done in the midlands. <a href="http://www.bbc.co.uk/news/uk-england-37384899">http://www.bbc.co.uk/news/uk-england-37384899</a>	- Adopt a more stretching target of 20% - TVP has been approached regarding the close pass initiative.

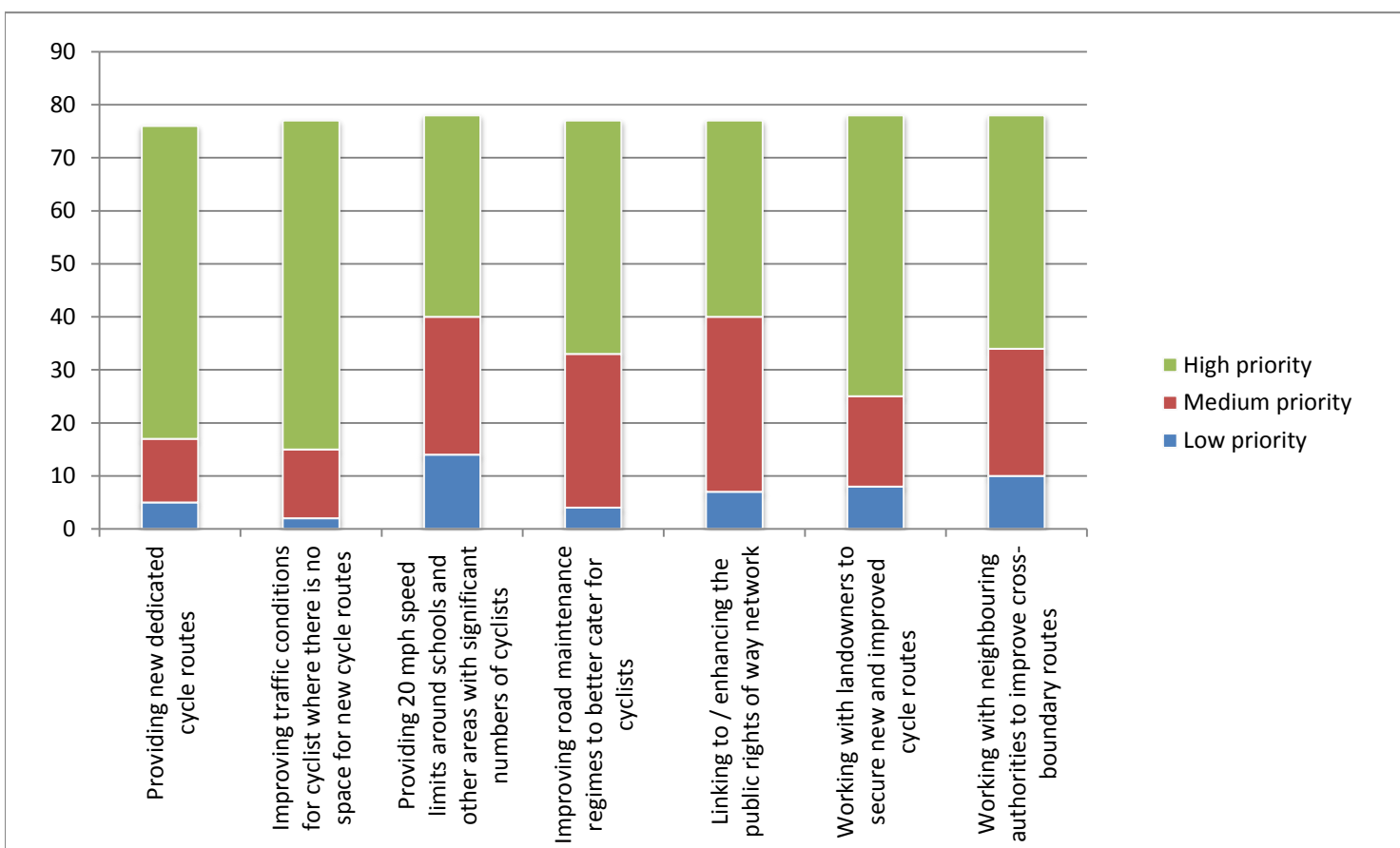
As a cyclist it's difficult not to agree with these aims!	- Adopt a more stretching target of
Cyclist casualties should decrease by more than 10% if cycle paths are implemented properly.[]	- Adopt a more stretching target of 20%
Is a 10% an under-ambitious target for casualty reduction?	- Adopt a more stretching target of 20%
The goals have been set very low. If there is only an increase of 15% in cycle trips over a 5 year period I would consider the cycling strategy to have been a failure	- Adopt a more stretching target of 20% for increasing cycle trips and reducing cyclist casualties.
The reduction in injuries should be more and the satisfaction higher.	- Adopt a more stretching target of 20% for reducing cyclist casualties. - Previous experience with other satisfaction targets suggests that 60% will be challenging to achieve in 5 years.
To reduce cyclist casualties is good but if there have been none for the last few years then this is a pointless target	-
2020 is an ambitious goal, great to see you have near term objectives.	-
I think your targets are too conservative. Stretch yourselves and make Maidenhead an amazing town for cyclists and not just 'ok'.	- Adopt a more stretching target of 20% for increasing cycle trips and reducing cyclist casualties.
Targets are way too low and have been set to be easily achievable(to get a tick in the relevant central govt return?)10% reduction in casualties target is shameful.	- Adopt a more stretching target of 20% for increasing cycle trips and reducing cyclist casualties.
I don't think these go far enough. The council should make cycle lanes and safe cycling a priority and the objectives should be more ambitious - a 30% increase in cycling trips, and reduction in cyclist casualties of 50% and to increase resident satisfaction to 80%	- Adopt a more stretching target of 20% for reducing cyclist casualties. - Previous experience with other satisfaction targets suggests that 60% will be challenging to achieve in 5 years.
The increase over the 5 year period do not seem very ambitious (except the "satisfaction" which is 20% - a much more ambitious target to strive for! I believe some basic improvements could make a massive difference.	- Adopt a more stretching target of 20% for increasing cycle trips and reducing cyclist casualties.
Safety for cyclists paramount. Accidents will kill take up in cycle journeys.	-
Good cycle tracks need to be used more too many cyclist still on road,more secure bike parking needed	- No change - these issues are addressed in the action plan.
The objectives are good but RBWM fails to take action against inconsiderate parking on footpaths/cycleways and verges	-
You should aim for well above 60% resident satisfaction score for cycle routes - not 60% its too low. Now is the time of changing the routes to become safe and convenient for both cyclists and all other road users. Now is the time to fully conduct research of what residents believe will bring safety and convenience. Aim to seek out the 50.5% who are unsatisfied with the current offer, they are the ones who hold the key for getting this project right first time round.	- No change - previous experience with other satisfaction targets suggests that 60% will be challenging to achieve in 5 years.
10 percent reduction is not enough it should be 50 percent	- Adopt a more stretching target of 20%
The first two targets are toooo low	- Adopt a more stretching target of 20% for increasing cycle trips and reducing cyclist casualties.
Target for cyclist casualties should be significantly higher than 10%, a figure this small could easily be due to standard variations and not significant.	- Adopt a more stretching target of 20%
Bearing in mind the stated opportunities in Maidenhead particularly amongst women, the increase is far too conservative.[]	- Adopt a more stretching target of 20% for increasing cycle trips.
None of these objectives are ambitious enough, particularly the reduction of cyclist casualties. The strategy should set a much higher objective for this & also for cycling trips.	- Adopt a more stretching target of 20% for increasing cycle trips and reducing cyclist casualties.
60% satisfaction is not high enough - suggests that the routes and facilities will be "meh".	- No change - previous experience with other satisfaction targets



A 10% reduction seems low; aiming for a best outcome that casualty levels in 5 years will still be 90% of today's. Not exactly Vision Zero!	- Adopt a more stretching target of 20%
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**Cycle routes - please indicate what priority you think should be given to each of these interventions.**

Answer Options	High priority	Medium priority	Low priority	Response Count
Providing new dedicated cycle routes	59	12	5	76
Improving traffic conditions for cyclist where there is no space for new cycle routes	62	13	2	77
Providing 20 mph speed limits around schools and other areas with significant numbers of cyclists	38	26	14	78
Improving road maintenance regimes to better cater for cyclists	44	29	4	77
Linking to / enhancing the public rights of way network	37	33	7	77
Working with landowners to secure new and improved cycle routes	53	17	8	78
Working with neighbouring authorities to improve cross-boundary routes	44	24	10	78
Comments				24
		<i>answered question</i>		<b>78</b>
		<i>skipped question</i>		<b>10</b>



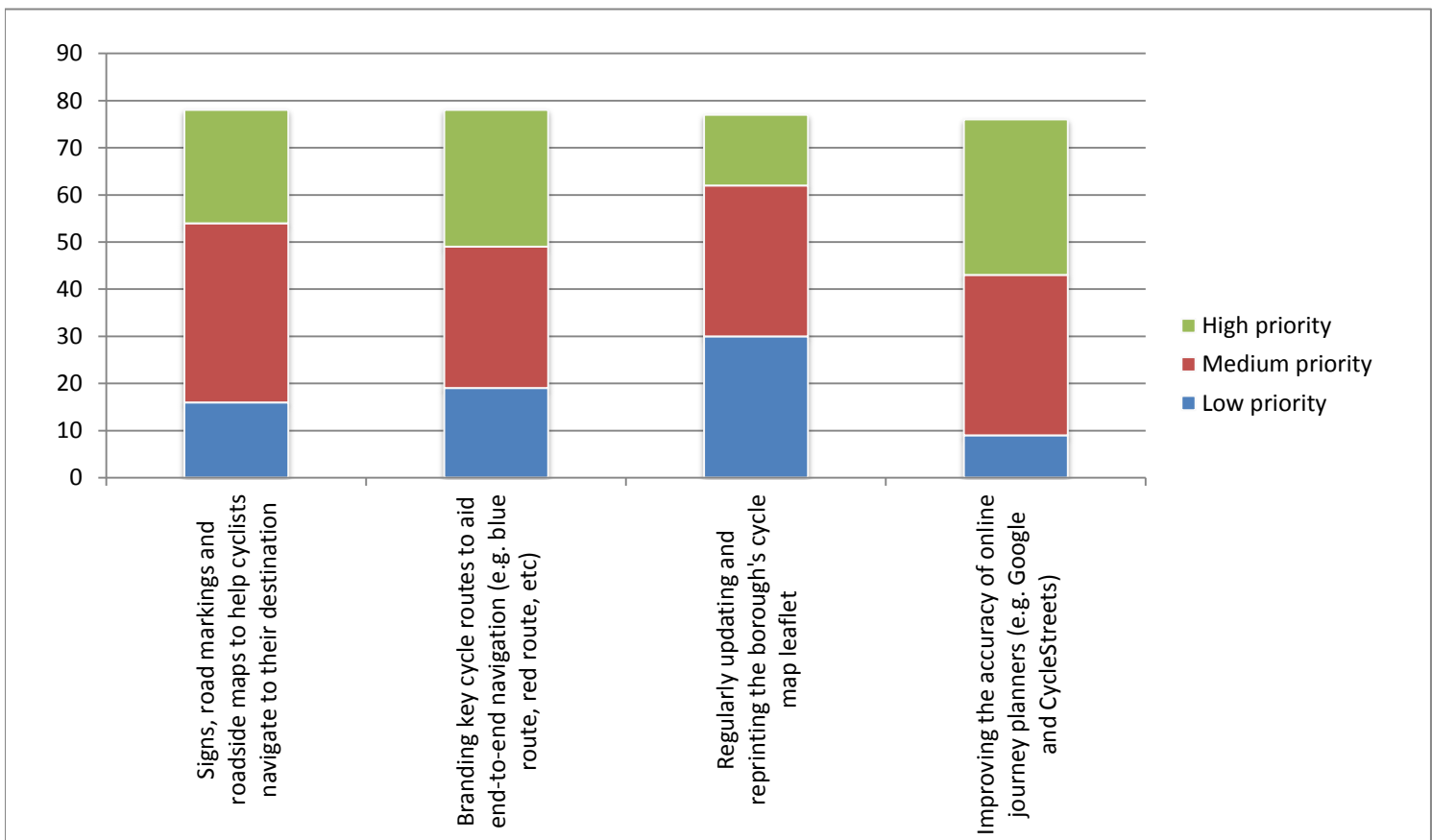
Comments	Proposed Response
Cycle routes should be well considered and not token efforts. If money is not well spent on a cycle path which benefits users, spend money elsewhere. Also acknowledge that cycle paths won't typically be used by those cycling for sport, but are valuable for family and other local transport uses.	-
Although I live 1 mile from the great park I can't get my kids there safely on their bikes and have to put the bikes on the back of the car and drive there which is such a shame. Living in Sunninghill I can't safely ride bikes with my kids.	-
Hoping that the remark about Working with Landowners include the Royal Park	-
In my area Ascot, it has only 2 small designated cycle paths. Any attempt to extend these is met with stern opposition	-

Need routes which don't involve going on diversions (e.g. Cycle paths which take you around the corner of a roundabout, in the road you would go straight across) what was the point of the ridiculous short "cycle path" at the stafferton way/ oldfield road junction? Yet if you want to turn right into staferton where it is difficult there is no cycle path).paths which means you have to give way regularly at junctions (typically shared use paths).paths which have posts right in he middle of them (e.g the Greenway,and path opposite the train station, making it very narrow for bikes , esp with luggage). Routes which mean you don't have to get off and walk for part of it. Routes which mean you don't have to go around the whole one way system.routes which you don't share with pedestrians. Safe route from Slough to maidenhead.: Junction 7 roundabout , you have to get in right lane early and it is fast traffic which annoys drivers. If you stay left , it's difficult to cross lanes when you need to.	-
Have you considered a route along the long-walk from the great part to the centre of windsor. This would give a safe route from South of the park all the way to Windsor and would generate a lot of cycling activity and more business for Windsor.	- No change - the Crown Estate is not prepared to grant cycle access to the Long Walk.
Road maintenance and maintenance of cycle lanes are necessary, once constructed they are often forgotten.	-
Working with the Highway Cide/DVLA to ensure that part of the driving test makes drivers more respectful of cyclists in the Borough. ¶	- No change - this is a matter for Central Government.
I've had to replace tyres and wheels when being forced to ride in the gutters and road quality has been very poor. The resurfacing of a section of Clarence Road has meant that drains are now up to four inches lower than the new road level. Roads are overlaid rather than stripped and resurfaced.	-
All schools should be accessible via safe cycle routes for families to cycle to school to decrease school run congestion, improve residents' fitness levels and implement cycling habits in children.	- No change - this is picked up in the area profiles.
These are extremely important but should not be at the detriment of car users.	-
Thames path Maidenhead to Windsor should become a cycle route.	- No change - sections of the Thames Path are already shared with cyclists. Much of this is within Buckinghamshire rather than the Royal Borough.
The station and shops most used by residents in our village is outside RBWM	- No change - the strategy includes links to neighbouring areas.
One of the greatest dangers to a cyclist is poorly maintained roads. Pot holes force a rider to swerve into the middle of the lane and this increases the risk of the cyclist being hit from behind. Ensuring roads are well maintained will help riders maintain a safe line along the side of the road and would go a long way to increasing overall safety. Where roads are busy or narrow, white lines to help section a small space for riders does aid the flow of traffic and cycles together. Speed limits should be assessed and put in place only where neccessary according to existing guidelines. Avoid putting in additional limits if there is no great need. Good road signage is key to ensuring correct driving behaviour.	-
Looking at 20mph zones should not be restricted to areas where journeys are largely taken by bicycle. Parts of Blackamoor Lane and Ray Mill road should be 20mph for instance due to sheer number of parked cars and the pedestrians trying to safely cross.	- Amend the bullet point in 6.3 to read "...where there may be significant numbers of cyclists and / or pedestrians."
Why prioritise dedicated 'cycle routes' if you designed and took account of road design the routes would be irrelevant as people would be able to use their bike everywhere.	- No change - all current research shows that cyclists want dedicated cycle routes.
I don't accept that there can be 'no space for new cycle routes' - I guess if you prioritise motorised vehicles, there are stretches of road in which it would be difficult to fit in a new cycle route, but my answer would be to make cyclists the priority. If need be, cyclists should be able to cycle, with care, on the pavements, although they would be expected to be considerate of other pavement users and should give priority to pedestrians.	- No change - unsegregated shared use of busy footways leads to complaints from cyclists and pedestrians.

Some basic improvements could make a big difference. The Jubilee River gives brilliant access to Windsor from Maidenhead but getting to it is a nightmare (only access via A4!). The town (Maidenhead) is crossed by the A4 there is no alternative route to cycle. Many people commute to Slough a very good cycling distance but there is no alternative to the A4 and there is no cycling provision on this road (I am a very confident cyclist and cycle to work every day and it is an intimidating road with no provision for cyclists).	- No change - Buckinghamshire County Council and Slough Borough Council are seeking to develop a cycle route between Maidenhead Bridge and Slough. This is outside of the Royal Borough and therefore does not form part of this strategy.
get the potholes filled in.....matter of urgency is a 10/10	-
Cycle paths should not be a shared pavement where the bike has to stop at each side road and mix with pedestrian traffic. The cycle paths to and from Maidenhead station are shocking	- No change - this is addressed in the area profiles.
New routes should be planned with cyclist safety in mind. Painting a row of dotted lines along a busy carriageway should not be considered as a tick in the box, they are a source of problems rather than a cure. Physical separation between motor vehicles and cyclists is the only way to ensure safety.	-
Speed reductions and traffic calming are an easy way of making the roads safer for cycling. A 40mph ring road which runs through town and past the station is madness. Reduce the speed using speed bumps, and speed limits to 20mph in areas with many people around. Limit and pedestrianise the full length of the town centre and Queen's street.	- Amend the bullet point in 6.3 to read "...where there may be significant numbers of cyclists and / or pedestrians." - Wider town centre issues will be picked up in the emerging Maidenhead Town Centre Access and Movement Strategy.
Please include Segregated cycle lanes.⌋	-
Working with landowners will be difficult but can unlock great opportunities.	-

Wayfinding - please indicated what priority you think should be given to each of the following:

Answer Options	High priority	Medium priority	Low priority	Response Count
Signs, road markings and roadside maps to help cyclists navigate to their destination	24	38	16	78
Branding key cycle routes to aid end-to-end navigation (e.g. blue route, red route, etc)	29	30	19	78
Regularly updating and reprinting the borough's cycle map leaflet	15	32	30	77
Improving the accuracy of online journey planners (e.g. Google and CycleStreets)	33	34	9	76
Comments				12
<i>answered question</i>				<b>78</b>
<i>skipped question</i>				<b>10</b>

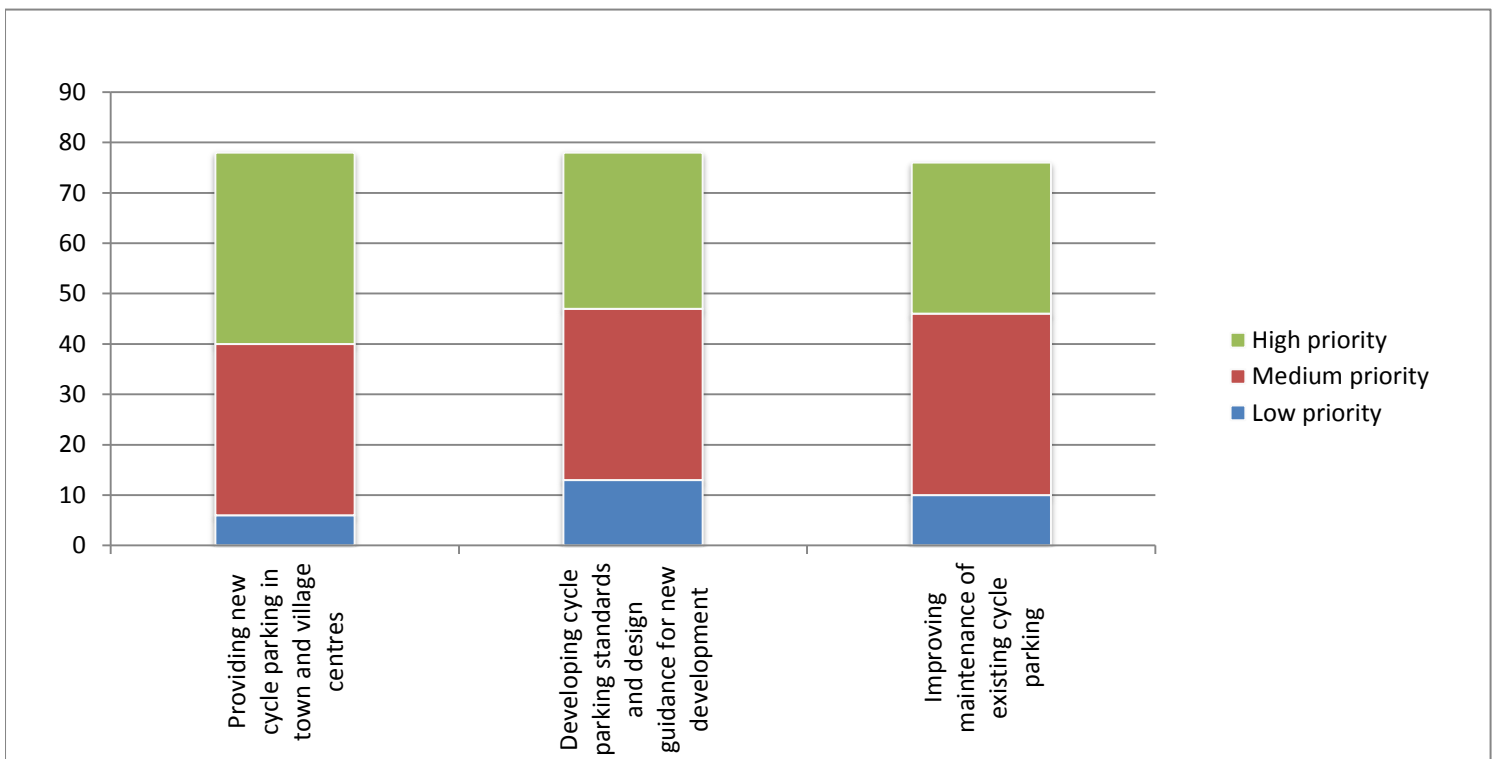


Comments	Proposed Response
Creating neglected cycle paths is worse than none at all. Car drivers often get angry when not cycling in a 'designated' path even if this is unmanaged and unfit for purpose	-
Integrate with Google Maps should be a high priority; i.e. make routes discoverable on line.	-
Although I know my way around the cycle routes in the area I think that clear signage can help the cyclist/driver priority on the road to help promote to drivers that cyclists use an area of road.	-

My opinion is that roads are not built for recreational use and bicycles should be used for functional purposes such as shopping and commuting and journey under 5 miles. Wayfinding is for riders who are not familiar with the route they are taking and I feel that they cause more pollution by holding up traffic than they save if they go down heavily used narrow roads	-
I would avoid relying on printed format and invest a higher proportion into the on-line format. Consider mobile device format as when you are on your bike it is the go-to device to look up a route.	- In paragraph 6.9, remove the word "regularly" from the cycle route leaflet action, so it reads: "Update and reprint the borough's cycle map". Demand could be reviewed after the first reprint to see whether further reprints are needed.
Circular tracks would mean cyclists can drive to the beginning of the route and then drive away once they've completed the amount of laps they want to exercise for. This would reduce the need to cycle to/from the designated cycle paths and get in the way of cars.	- No change - the strategy is primarily focused on promoting cycling as a means of transport rather than a recreational activity.
less street clutter	-
Most people know their way around the town and surrounding area. Visitors who are not familiar might benefit from a map but mobile phone app would be more up to date and likely to be used as well as existing satnav.	-
An App showing routes would be good. Say, someone could type in where they want to go to and the App would show them how to cycle the route.	-
Most cyclists and pedestrians do not know of the paths around the town we have, and how they could use them to get around. Distance markers may also be helpful, along with directions to the riverside and town. National cycleway markers are not useful unless you really understand where they take you, and to many are simply cryptic.	-
None of the above will get more people cycling - "not being able to find a cycle route" isn't something I hear a lot from people who don't cycle. "not being run over" is something I hear more of.	-
Get the routes right first then people with smartphones will find their way. Countries with high cycle use are not that way because of signs!	-

**Cycle parking - please indicate what priority you think should be given to each of the following:**

Answer Options	High priority	Medium priority	Low priority	Response Count
Providing new cycle parking in town and village centres	38	34	6	78
Developing cycle parking standards and design guidance for new development	31	34	13	78
Improving maintenance of existing cycle parking	30	36	10	76
Comments				17
<i>answered question</i>				<b>78</b>
<i>skipped question</i>				<b>10</b>



Comments	Proposed Response
Maidenhead station is hugely under-served with bike parking, especially on the forecourt and Grenfell road passage. There is no alternative here and this is some of the most fundamentally important cycle parking if you want to take cars off the road.	- In Appendix 8, acknowledge the shortfall in parking at the station in Section 11 and add an action to provide a secure cycle parking hub at Maidenhead Station to Section 13 - this will be subject to securing funding from the Local Enterprise Partnership for the Station Interchange scheme.

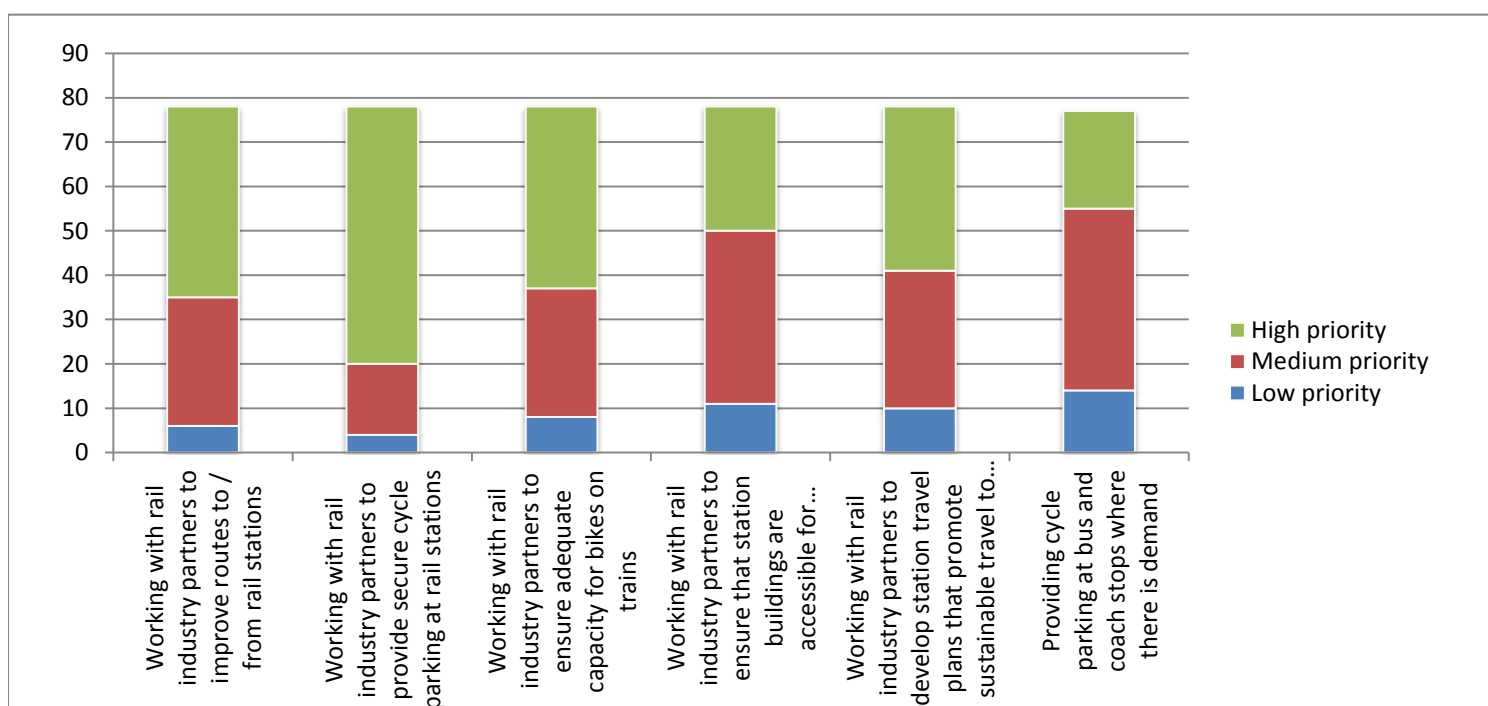
<p>Need more around town- e,g by tescos- the three there are always full, and queen street area- only one parking area and it's far, considering you could cycle to the shop you're going to, but there's nowhere to put your bike so you never up walking or leaving it unlocked. There's no parking at the a4 parade of shops. There's no cycle parking at stafferton retail park- even at Halfords which has a bike shop! The train station parking makes it impossible to secure your bike in the recommended way as you can only lock the (quick release) wheel. Trying to lock anything through the frame involves contortion due to the lack of space. There's no cycle parking outside Claremont gp surgery!</p>	<p>- Acknowledge the shortfall of cycle parking, but space constraints make it challenging to provide more cycle parking at Tesco.  - No change - cycle parking will be provided as part of The Landing, which would preclude the need for anything on Queen Street  - In Appendix 8, acknowledge the shortfall in parking at the station in Section 11 and add an action to provide a secure cycle parking hub at Maidenhead Station to Section 13 - this will be subject to securing funding from the Local Enterprise Partnership for the Station Interchange scheme.</p>
<p>I would like to see a secure cage I could lock my cycle in, I would be willing to pay for a service such as this and fail to see why they could not be included in car parks. When my bike is locked up on the exposed high street stands the wheels and components can still be removed easily from it.</p>	<p>- No change - cycle parking is being incorporated into all new development and the demand for such facilities will reduce over time.</p>
<p>Covered shelters would be a good way of showing that Cyclists are really cared for in the Borough.</p>	<p>- No change - there would be an on-going maintenance liability associated with providing cycle parking shelters, which are prone to vandalism.</p>
<p>Parking is well provided for in Windsor I think. Security is the bigger problem so more cctv and signs advertising it would be good.</p>	<p>- No change - cycle parking sites are already situated so as to be covered by CCTV wherever possible.</p>
<p>Equip with functional CCTV</p>	<p>- No change - cycle parking sites are already situated so as to be covered by CCTV wherever possible.</p>
<p>Security is a major concern. I would never leave my cycle at the rail station which is a concern.</p>	<p>- In Appendix 8, acknowledge the shortfall in parking at the station in Section 11 and add an action to provide a secure cycle parking hub at Maidenhead Station to Section 13 - this will be subject to securing funding from the Local Enterprise Partnership for the Station Interchange scheme.</p>
<p>I have never had cycle parking problems except for the Stafferton Way, Maidenhead shops</p>	<p>-</p>
<p>Cycle parking is very important. Though I believe it may be more useful to have small clusters in more locations than increasing the capacity of existing locations. The key to cycling success is point to point commuting. For this reason if there are more locations to park the greater chance there is of having a convenient bike park location.</p>	<p>-</p>
<p>Some of the cycle parking is situated in pedestrian only areas? You need to prioritise introduction of shared streets and effective enforcement against people who choose to ride bikes dangerously in these areas ie too fast and beyond their ability to stop unexpectedly.</p>	<p>- No change - enforcement is a matter for Thames Valley Police</p>
<p>There seems to be plenty of cycle parking in Maidenhead - probably because many people are put off from cycling because it feels to be dangerous. If it was safer, we'd need more cycle parking.</p>	<p>-</p>
<p>Security of cycle parking is the most important to me. Ensuring CCTV coverage and highlighting the fact an area is actively monitored would help with this.</p>	<p>- No change - cycle parking sites are already situated so as to be covered by CCTV wherever possible.</p>
<p>Needs to be secure I for one no longer cycle to work as no where safe to leave bike</p>	<p>-</p>



Useable CCTV is key as a deterrent to thieves - other forms of crime reduction equipment/techniques would be welcomed including information to residents of how to reduce risk of theft, eg use of chain locks that cannot be cut with bolt-cutters	- No change - cycle parking sites are already situated so as to be covered by CCTV wherever possible. Cycle security campaigns are already covered in 6.38.
You can't cycle to Maidenhead station as by 8.30 there is nowhere to lock your bike	- In Appendix 8, acknowledge the shortfall in parking at the station in Section 11 and add an action to provide a secure cycle parking hub at Maidenhead Station to Section 13 - this will be subject to securing funding from the Local Enterprise Partnership for the Station Interchange scheme.
Maidenhead Station bike parking constantly full and often out of action currently	- In Appendix 8, acknowledge the shortfall in parking at the station in Section 11 and add an action to provide a secure cycle parking hub at Maidenhead Station to Section 13 - this will be subject to securing funding from the Local Enterprise Partnership for the Station Interchange scheme.
Goes hand in hand with more cycling provision - no point in doing one without the other	-

**Transport interchanges - please indicate what priority you think should be given to each of the following:**

Answer Options	High priority	Medium priority	Low priority	Response Count
Working with rail industry partners to improve routes to / from rail stations	43	29	6	78
Working with rail industry partners to provide secure cycle parking at rail stations	58	16	4	78
Working with rail industry partners to ensure adequate capacity for bikes on trains	41	29	8	78
Working with rail industry partners to ensure that station buildings are accessible for cyclists (e.g. lifts)	28	39	11	78
Working with rail industry partners to develop station travel plans	37	31	10	78
Providing cycle parking at bus and coach stops where there is	22	41	14	77
Comments				14
<i>answered question</i>				<b>78</b>
<i>skipped question</i>				<b>10</b>

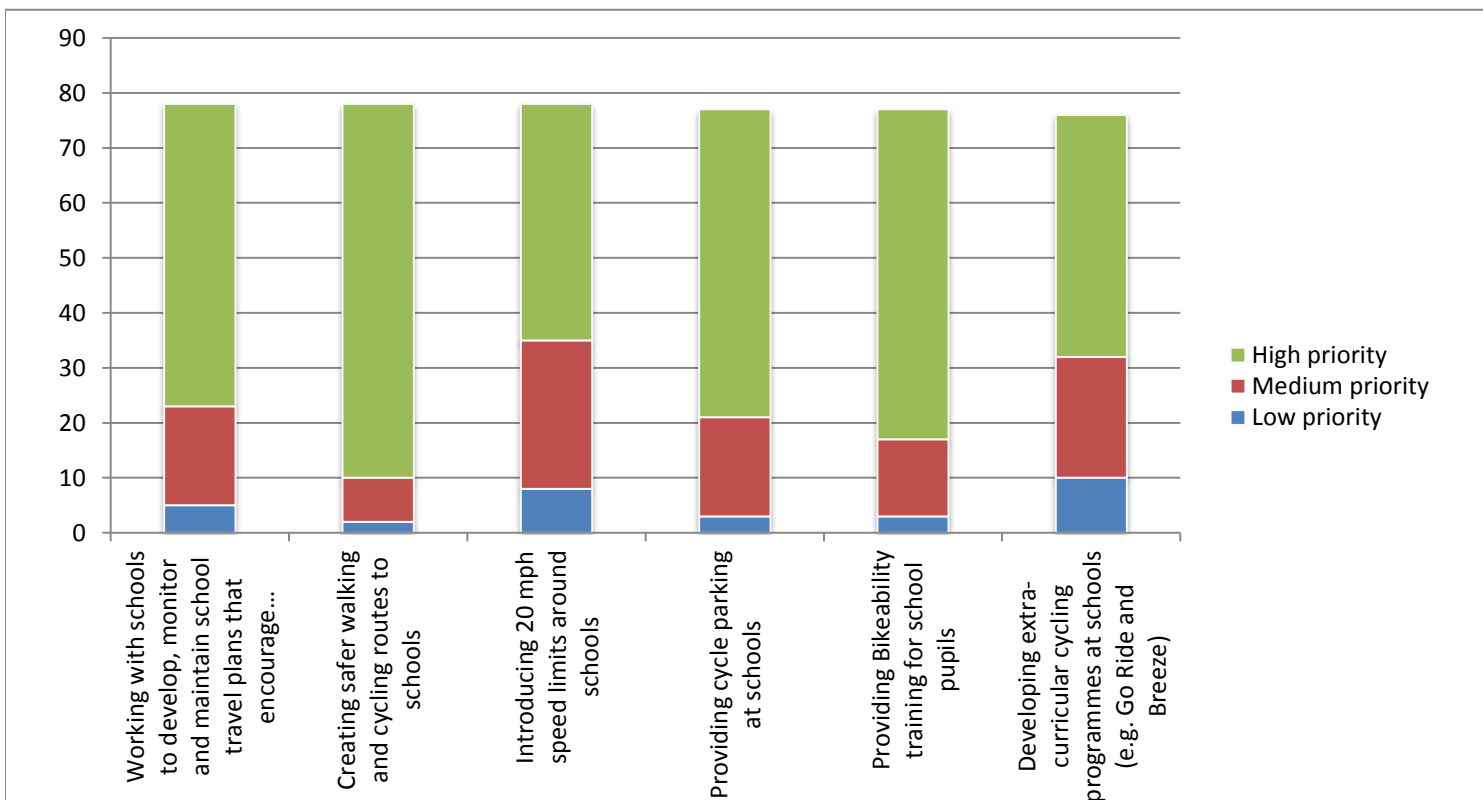


Comments	Proposed Response
Maidenhead station is hugely under-served with bike parking, especially on the forecourt and Grenfell road passage. There is no alternative here and this is some of the most fundamentally important cycle parking if you want to take cars off the road. Grenfell Road is used by significant numbers of cyclists and yet it is mired by poor road surface, manhole covers, potholes and cars try overtaking cyclists on dangerous bends. Please think about traffic calming as well as catering for bikes.	- In Appendix 8, acknowledge the shortfall in parking at the station in Section 11 and add an action to provide a secure cycle parking hub at Maidenhead Station to Section 13 - this will be subject to securing funding from the Local Enterprise Partnership for the Station Interchange scheme.
South West trains have got worse. Only folding bikes are accommodated on trains with very strict policies on larger bikes	-
"Sustainable travel" = ? Use plain language please.	-
I've put medium not because its not important but because everything can't be high priority and something has to give.	-
Trains are becoming less friendly towards cyclists, that needs to be reversed.	-

Bikes parked at bus interchanges would (at present) be very exposed. At a guess, I would say that there is no need for such interchanges apart from long distance bus services (if you are already on a bike and its not far to go, keep cycling - why go by bus)	- No change - the commitment is only to provide this "where there is demand". Facilities have already been provided at Heatherwood roundabout.
Not only must it be convenient, but it needs to be affordable. I understand this may be out of the hands of the the Royal Borough Council.	-
Space would be better used for more car parking.	-
This is key. The council has approved the building of hundreds of new flats within a few kilometress of the station. Cycling to Maidenhead station will grow hugely between now and the opening of cross rail. Improving anything and everything to do with cycling and commuting via rail should be a priority.	- In Appendix 8, acknowledge the shortfall in parking at the station in Section 11 and add an action to provide a secure cycle parking hub at Maidenhead Station to Section 13 - this will be subject to securing funding from the Local Enterprise Partnership for the Station Interchange scheme.
Obvious CCTV or dummy cameras at these sites would discourage the light fingered.	- No change - cycle parking sites are already situated so as to be covered by CCTV wherever possible.
Maidenhead station seems to offer plenty of cycle parking and there is a lift which makes boarding a train with a bike pretty straightforward.	-
Getting to stations and bus interchanges by bike should be priority for RBWM, not providing room on trains, ease of movement in stations etc.	- No change - this is already included in 6.18.
I hope you include railway stations that are outside the borough but which are very likely to be used by your residents, ie Twyford.	- No change - cross-boundary links are already picked up in 6.3 and the area profiles.
Safe routes to stations, with secure parking are of paramount importance.	- In Appendix 8, acknowledge the shortfall in parking at the station in Section 11 and add an action to provide a secure cycle parking hub at Maidenhead Station to Section 13 - this will be subject to securing funding from the Local Enterprise Partnership for the Station Interchange scheme.

**Working with schools - please indicate what priority you think should be given to the following:**

Answer Options	Answer Options	High priority	Medium priority	Low priority	Response Count
Working with schools to develop, monitor and maintain school travel plans that encourage sustainable travel		55	18	5	78
Creating safer walking and cycling routes to schools		68	8	2	78
Introducing 20 mph speed limits around schools		43	27	8	78
Providing cycle parking at schools		56	18	3	77
Providing Bikeability training for school pupils		60	14	3	77
Developing extra-curricular cycling programmes at schools (e.g. Go Ride and Breeze)		44	22	10	76
Comments				18	18
				<b>answered question</b>	<b>78</b>
				<b>skipped question</b>	<b>10</b>

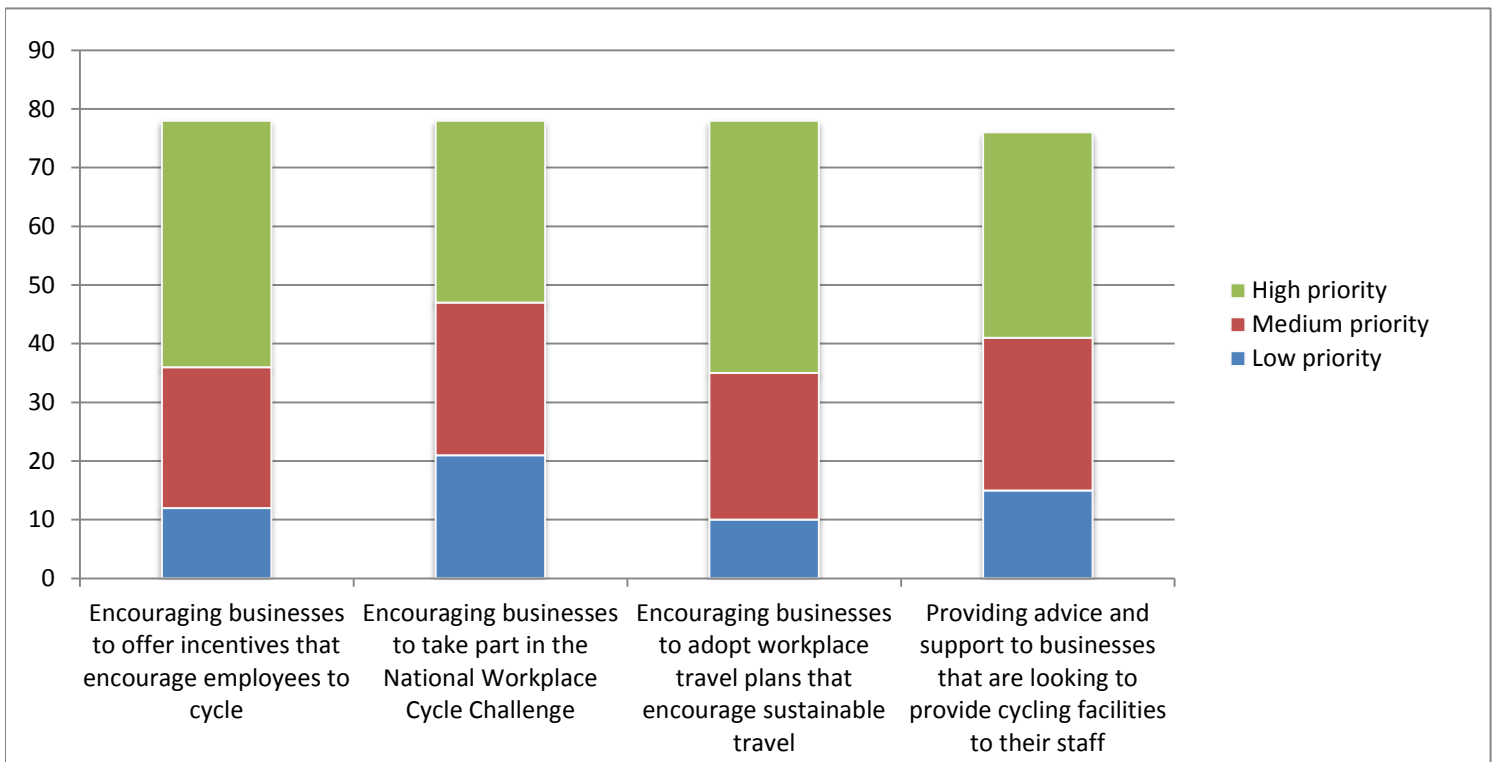


Comments	Proposed Response
The above only works if there are safe cycle routes for the children	-
We are trying very hard to give Charters School children safe walking and cycling access to the school. Because of opposition from local landowners this is proving impossible.	-
Education is very powerfull	-
Could the Borough offer free/subsidised maintenance checks for young people's bikes?	- No change - children who are doing Bikeability have their bikes safety checked.
Kids need the greatest training as they are at the most risk. Given how I've seen them ride (often obviously dangerously) there needs more learning taking place for them and some adults are no better!	- No change - Bikeability is funded through Central Government and RBWM is already training the maximum number of children possible with the available funding.

Speeding limit zones of 20mph mostly create themselves because of heavy traffic causing traffic to slow. Speed humps (e.g Desborough) and speed cameras (St Mary's Cookham Rd) create zones which are needed for only 3% of the average day, Limiting, if installed, should be for morning and afternoon busy periods Mon to Fri and not in holidays.	-
Get them riding when they are young! It is the key to the long term success of this project.	-
It would be good to have school buses pick up children all around town to reduce the amount of cars having to drop off kids at school.	- No change - this is outside the scope of the Cycling Strategy.
many parents drive children to school because they go straight to work afterwards	-
Encouraging young minds is time well spent and more likely to result in change of attitude and lifelong cycle use.	-
Furze Platt School is a big second school with hundreds of students yet cycling to and from the school is too dangerous - the Marlow Road has many hazards. Many have to cycle on the pavement to avoid putting themselves in danger.	- Add an action in Appendix 8 to 18. provide a new cycle route to Furze Platt School via Nightingale Lane, Cannon Court Road and Switchback Road South
Access to St. Luke's school is very dangerous. Drivers drive too fast and a paths are very narrow.	- No change - it is not possible to provide a safe cycle route to St Luke's due to the limits of available highway land on Cookham Road.
Research shows children who cycle remain adults who cycle.	-
Schoolchildren should be encouraged and incentivised to travel by bike then it becomes a habit. As a teenager I cycled to Denmark and back, and then to Italy and back.	-
I would welcome anyone who wants to join my children and I cycling to school and dicing with death down the pound and school lane in cookham.c the young generation need a change in attitude in drivers to encourage an active lifestyle	- No change - encouraging more considerate driver attitudes can be included within road safety campaigns, which are identified as an action in paragraph 6.38.
Getting the young cycling is key to normalising cycling.¶	-
Parents won't let children cycle on the current road network. You can educate the kids all you like - it won't stop them being run over by a speeding/ dangerous/ inattentive driver. Creating safer routes is the ONLY way	-
The move towards residential roads being 20mph is excellent (pleasant environment, aids pedestrians, etc. ) but must not be seen as part of a cycling strategy. In fact it could be a large distraction; if the cycling infra provided in a location is nothing more than a speed limit then it is a failure.	-

**Working with businesses - please indicate what priority you think should be given to the following:**

Answer Options	High priority	Medium priority	Low priority	Response Count
Encouraging businesses to offer incentives that encourage employees to cycle	42	24	12	78
Encouraging businesses to take part in the National Workplace Cycle Challenge	31	26	21	78
Encouraging businesses to adopt workplace travel plans that encourage sustainable travel	43	25	10	78
Providing advice and support to businesses that are looking to provide cycling facilities to their staff	35	26	15	76
If you have any comments about working with businesses, then please write them below:				13
<i>answered question</i>				<b>78</b>
<i>skipped question</i>				<b>10</b>



Comments	Proposed Response
The above only works if there are safe cycle routes for people	-
The more local employees cycling the better. The less we rely on cars for short journeys the better.	-
showers in businesses ☐	- No change - this is covered by the action relating to providing advice and support to businesses.
G	-
Providing car parking is expensive. Therefore businesses could actually save money by offering cash OR a car parking space - this might create problems with commuters parking 2 miles away and cycling the last 2 miles. I am sure you can think of some solution	- No change - this is covered by the action relating to providing advice and support to businesses.

In my opinion businesses are not a high priority. Their objective is for the employee to be available and fit to work. How the employee chooses to get to the office is usually very much a flexible agreement. Some roles in business (salesman) do require an employee to travel. No one rule can be applied and so perhaps it is an area where consultation may be offered but no proactive initiative is required?	- No change - travel to work data suggests that there is significant scope to increase cycling for short commuting journeys.
Money could be better spent encouraging businesses to move into town.	-
It's all about providing secure convenient parking	-
People won't travel to work on their bikes to any significant degree if the roads remain so dangerous and there is no alternative safe cycle route. Businesses will step in to, e.g. provide cycling facilities if there is a demand. The council's focus should not be on this - it would be better to spend the money on cycle routes.	- No change - the range of comments received suggests that other factors are also important.
Showering and changing facilities are in my opinion extremely important in encouraging cycling to work.	- No change - this is covered by the action relating to providing advice and support to businesses.
Again lots of on-line resource available for employers-not highest priority for RBWM	-
really work hard with businesses to get there buy in....offer grants to get better shower facilities	- No change - commercial organisations should be able to fund their own facilities.
Employees rarely know how they would get to the office other than on the roads they use for their cars. Maps from Windsor to Maidenhead, to Cookham or Marlow along with travel times, would enlighten people as to the possibilities. The same applies to any resident, but particularly employees.	- No change - this is dealt with in section on wayfinding in paragraphs 6.3 - 6.5.

**Health and wellbeing - please indicate what priority you think should be given to each of the following:**

Answer Options	High priority	Medium priority	Low priority	Response Count
Training more volunteers to act as ride leaders	17	34	26	77
Delivering cycling taster sessions to encourage more people to get	23	31	23	77
Including cycling within GP lifestyle management referral schemes	32	30	16	78
Comments				14
		<i>answered question</i>		<b>78</b>
		<i>skipped question</i>		<b>10</b>



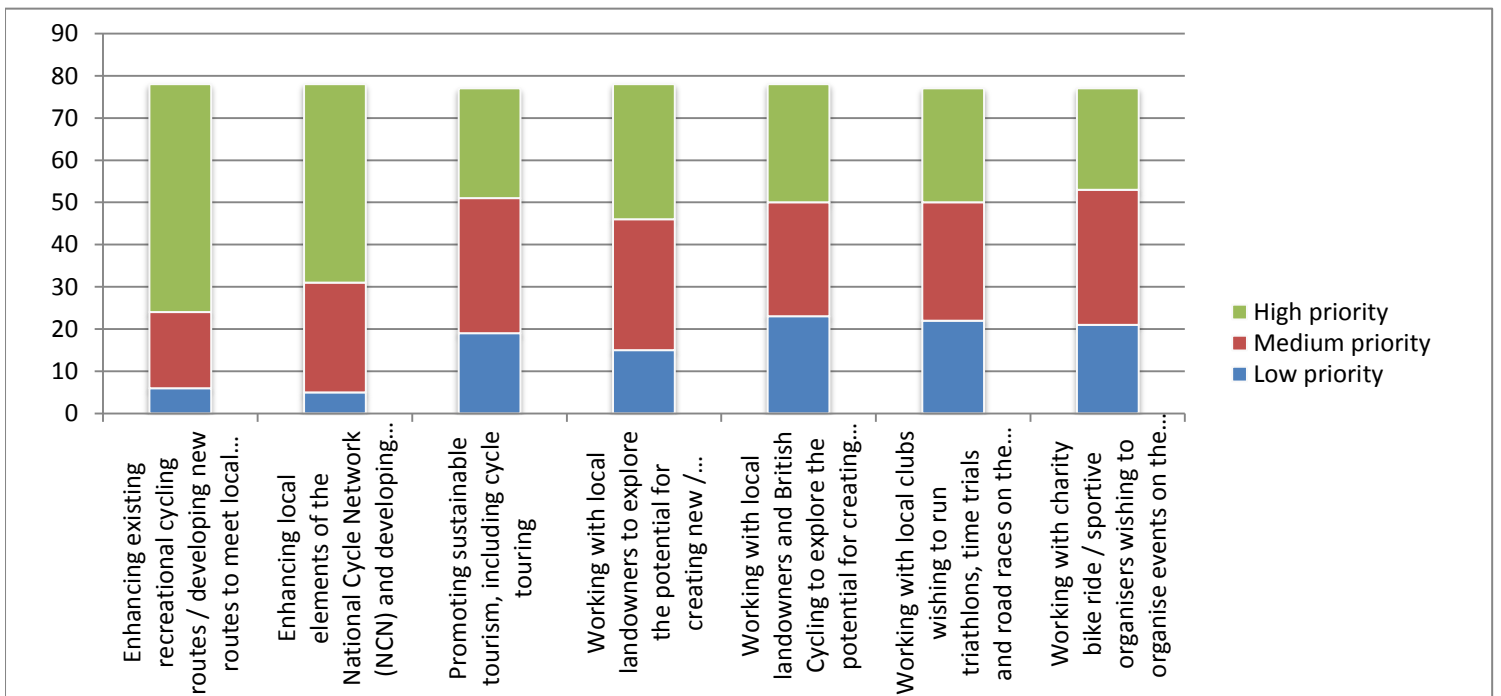
Comments	Proposed Response
I am willing to help!	-
lifestyle management referral schemes "=? Does it mean "GPs to recommend cycling to fat patients"?	-
I think there are lots of local leaders already with the ex sky ride programme, local groups and maidenhead cycle hub	- Delete the action to train more ride leaders.
Cycling is referred to in one of these questions as a sport not as an alternative form of transport - I think it needs to be promoted throughout all questions as a healthier lifestyle choice which is established as suggested in the vision, not as something that can be taken or left.	- No change - people who take up cycling for sports / recreation often go on to make utility trips by bike.
The thing that would get me out cycling more than anything else is the provision of dedicated cycle paths. I have no interest in cycling alongside traffic - its too stressful.	- No change - cycle routes are covered in paragraphs 6.1 - 6.4.
Safe cycle routes are the starting point, in town and country.	- No change - cycle routes are covered in paragraphs 6.1 - 6.4.
I suspect that cycling is a lifestyle learning thing. I have 3 sons who all cycle. My wife would escort them to primary school. Where convenient they cycled to secondary school and to University. As adults they still cycle (as does my wife and I - out of preference and feeling "green" responsibilities) My parents did not cycle and my wife's parents cycled for pleasure	-
Off-road paths would be great exercise.	-



too nanny state	-
I'm afraid it's usually too late and those people impractical to influence. Physiotherapists might be a useful means of promotion for more receptive cases.	-
Again, cycling can be distinctly unhealthy - my husband nearly got killed when a taxi driver ploughed into him on the Sainsbury's roundabout in Maidenhead. Everybody knows the benefits of cycling as an exercise. Making cycling safer should be the priority.	- No change - cycle routes are covered in paragraphs 6.1 - 6.4.
Whilst these will help, the first thing is to provide facilities that with some encouragement as above, would be perceived as being safe.¶	- No change - cycle routes are covered in paragraphs 6.1 - 6.4.
Sport'? I thought we were talking about utility cycling? I'm all for getting GPs to 'prescribe' fitness though.	-
Cycling being seen as a "sport" only prevents the uptake.	- No change - people who take up cycling for sports / recreation often go on to make utility trips by bike. This is

**Recreation and sports cycling - please indicate what priority you think should be given to each of the following:**

Answer Options	High priority	Medium priority	Low priority	Response Count
Enhancing existing recreational cycling routes / developing new routes to meet local demand	54	18	6	78
Enhancing local elements of the National Cycle Network (NCN) and developing / linking to new NCN Routes	47	26	5	78
Promoting sustainable tourism, including cycle touring	26	32	19	77
Working with local landowners to explore the potential for creating new / improved mountain bike routes	32	31	15	78
Working with local landowners and British Cycling to explore the potential for creating a closed cycling circuit (like at Hillingdon)	28	27	23	78
Working with local clubs wishing to run triathlons, time trials and road races on the public highway, ensuring that these are coordinated with other planned events, and that impacts on residents and other road users are minimised	27	28	22	77
Working with charity bike ride / sportive organisers wishing to organise events on the public highway, ensuring that these are coordinated with other planned events, and that impacts on residents and other road users are minimised	24	32	21	77
Comments				12
<i>answered question</i>				<b>78</b>
<i>skipped question</i>				<b>10</b>

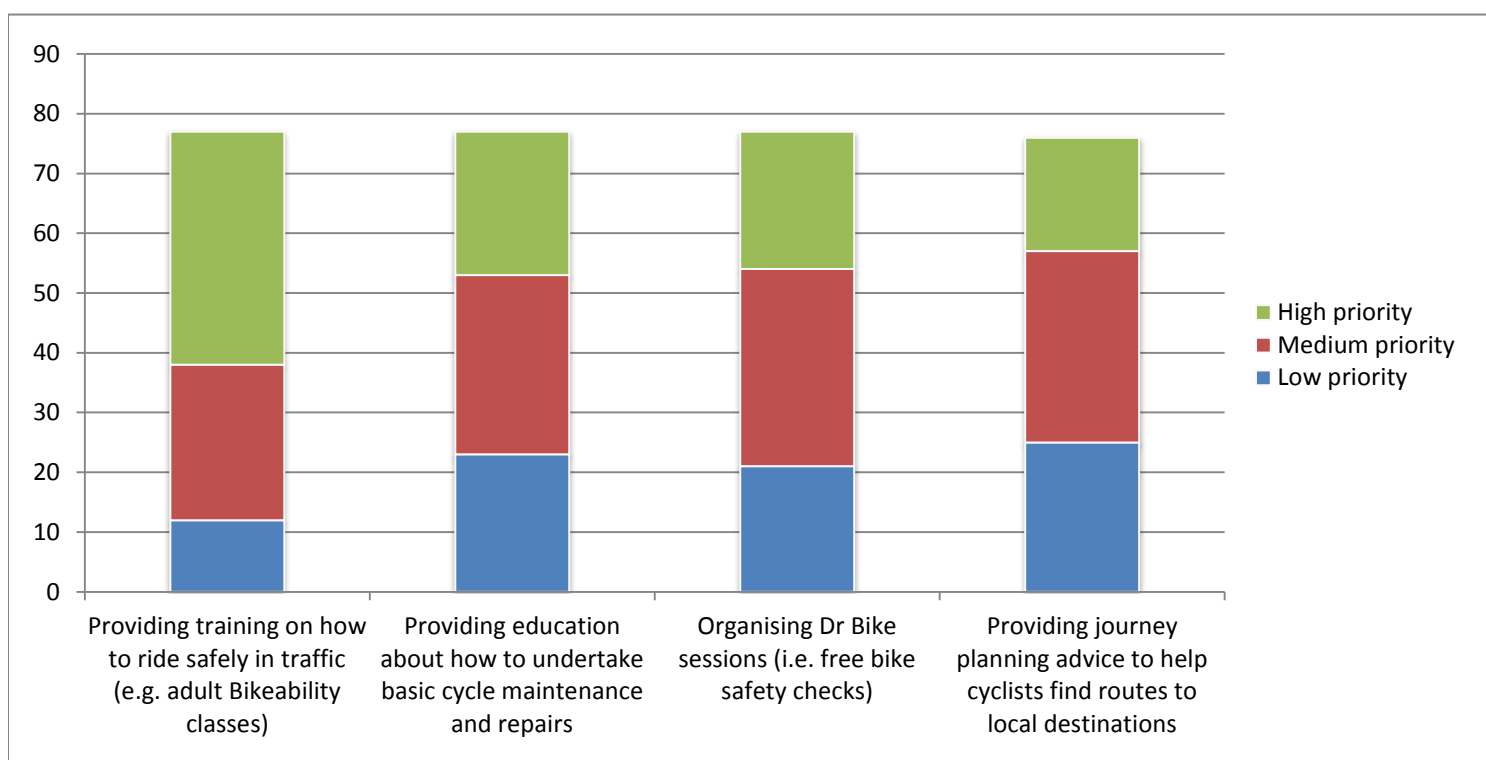


Comments	Proposed Response
I know many families who cycle in the maidenhead area and most commonly they drive somewhere in order to then cycle somewhere safe (ie jubilee river, Route 4 to West of Maidenhead, Dorney Lake). If you want truly sustainable cycling you need to join up the major routes inside AND OUTSIDE the RBWM boundary (esp Jubilee River from Maidenhead). Too many of the proposed cycle routes start and stop in dangerous roads (take mountain biking routes to north of Marlow Road nr Bisham as an example).	- Include a bullet in 6.32 to reflect the need to better link to established recreational cycling facilities.
Closed Windsor track or circuit would be fantastic and a cycling hub	-

It's great to have these events wanting to use the town and gives the town a great personality lift but you got to keep the residents sweet.	-
Only if it results in lower numbers of car journeys. It seems to me non "green" to strap 2 bikes to the roof of your car and drive 200 miles to do a 20 mile cycle ride. But OK if overall reduces car journeys	- Include a bullet in 6.32 to reflect the need to better link to established recreational cycling facilities.
Club time trial event do not have an impact of traffic. Riders are set off at intervals.	-
There are enough road closures as it is and plenty of green space to cycle in to limit cycling to off-road.	- No change - This view is not supported by feedback from local cyclists and existing facilities in neighbouring authorities are over-subscribed (e.g. The Lookout).
Shouldn't be recreation or sport should be alternative to car use.	- No change - The two are inter-linked - recreational cycling if often a pre-cursor to utility cycling.
Sports cycling need not be focus-training for children , commuting and leisure cycling for residents priority	- As above
Closed road cycle circuits would be a fantastic addition	-
It should be encouraged not duckweed and managed due to car driving nimby concerns	-
I would rather see people encouraged to use the road, rather than needing to limit their cycling to a circuit.[]	- No change - The two are inter-linked - recreational cycling if often a pre-cursor to utility cycling.
Recreational cycling isn't going to solve the problem of: traffic, transport pollution, road deaths, inactive lifestyles, etc. Sure, build a new mountain bike trail, but don't take your eye off the ball	- As above

**Practical support and training - please indicate what priority you think should be given to each of the following:**

Answer Options	High priority	Medium priority	Low priority	Response Count
Providing training on how to ride safely in traffic (e.g. adult Bikeability classes)	39	26	12	77
Providing education about how to undertake basic cycle maintenance and repairs	24	30	23	77
Organising Dr Bike sessions (i.e. free bike safety checks)	23	33	21	77
Providing journey planning advice to help cyclists find routes to local destinations	19	32	25	76
Comments				10
<i>answered question</i>				<b>77</b>
<i>skipped question</i>				<b>11</b>

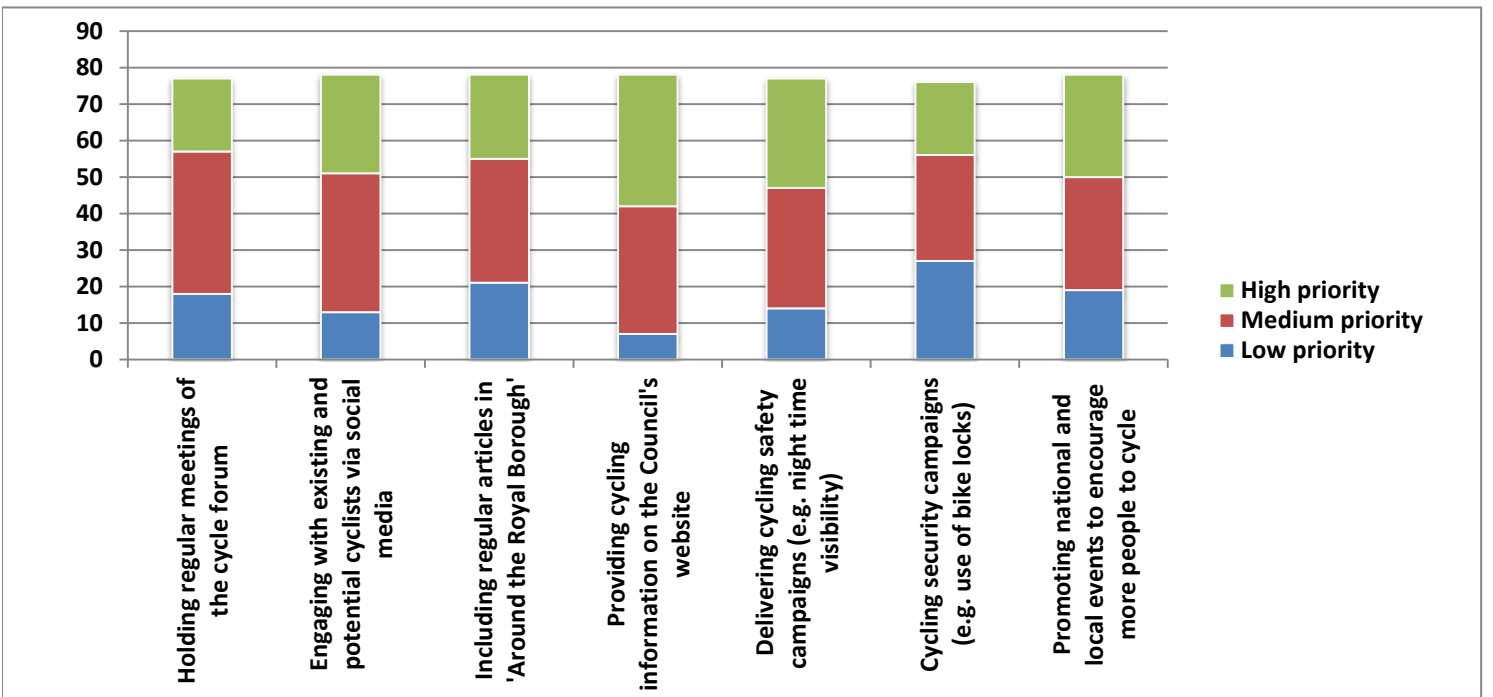


Comments	Proposed Response
Whilst training is important this won't help if there aren't safe cycle routes. The road from ascot to Windsor is an example of a road that is incredibly dangerous to cycle on but as there is no proper cycle path and cyclists can't go down the long walk there are huge numbers of cyclists on this road and frequent incidents.	- No change - a cycle route between Ascot and Windsor was investigated, but was found to be unfeasible and Crown Estate has ruled out use of the Long Walk by cyclists.
Maybe a mentor scheme for getting new commuters off on the right foot! Like a car pool scheme	- No change - this would be largely addressed by the training and journey advice elements.
Publish routes into Google Maps.	- No change - this is picked up under the wayfinding section
I think people should be responsible for taking the initiative with these kind of things, not the council	-
I think you should have to pass a test/gain a certificate to be able to ride a bike on the roads - that way you are valuing all road users.	- No change - this would require changes to primary legislation
Google is great for finding routes via bike so I'd leave that to them and promote that rather than your own service.	- No change - this is picked up under the wayfinding section. There are numerous errors and omissions in Google's cycle

I frequently ask at my tennis club why players do not ride to the club - the usual answer is that they do not feel safe. If training conquers their fear then pursue that line. (However, their answer might not be truthful. It would not surprise me that the true reason for not cycling is image and laziness, and not many would want to admit such traits)	-
There are many thousands of bikes with a picture or other easily rectified fault stored in sheds and garages that don't get used for want of ability to repair.	- No change - these issues would be addressed by bike maintenance education and Dr Bike sessions,
The journey planning advice is a good one and it would be good to put it up on Twitter regularly, to promote it.	-
In the grand scheme of things - none of it will increase cycling journeys	- No change - these initiatives have been proven to lead to increased levels of cycling,

**Marketing and communications - please indicate what priority should be given to each of the following:**

Answer Options	High priority	Medium priority	Low priority	Response Count
Holding regular meetings of the cycle forum	20	39	18	77
Engaging with existing and potential cyclists via social media	27	38	13	78
Including regular articles in 'Around the Royal Borough'	23	34	21	78
Providing cycling information on the Council's website	36	35	7	78
Delivering cycling safety campaigns (e.g. night time visibility)	30	33	14	77
Cycling security campaigns (e.g. use of bike locks)	20	29	27	76
Promoting national and local events to encourage more people to	28	31	19	78
Comments				6
<i>answered question</i>				<b>78</b>
<i>skipped question</i>				<b>10</b>



Comments	Proposed Response
None of this has focused on driver awareness and consideration for vulnerable road users (including cyclists) - the greatest risk to cyclists and increasing cycling uptake is addressing drivers perception of cyclists as obstacles on the road, rather than vulnerable people.	- No change - This could be included as part of the road safety campaigns
Considering that you want to receive people's views I do not understand why cyclists using main hubs such as Maidenhead Station have not been targeted and informed that this strategy consultation is taking place. It is as if cycling is something you have to encourage rather than wanting to encourage.	- No change - the proposed Marketing and Communication actions will seek to engage potential as well as existing cyclists to identify the barriers and issues that they face.
Social media by far cheapest mode of communication	-
I'm not sure people look at the council website.]] Cycle safety campains should be targeted at drivers would be far more appropriate, since it is in less than 20% of the accidents, the cyclists fault.	- No change - promotional messages can be used to link to the Council's website.
Apart from normalising cycling - which might help with the attitude a lot of people have with regards to utility cycling, none of the above will increase cycling journeys	-

Do not recommend any involvement with "cycling safety campaigns" - very high risk of expending effort on victim-blaming helmet-and-hiviz road safety shizzle.	- No change - RBWM will seek to deliver a balanced range of safety campaigns. Encouraging cyclists to be safe and be seen should not be seen as 'victim blaming'.
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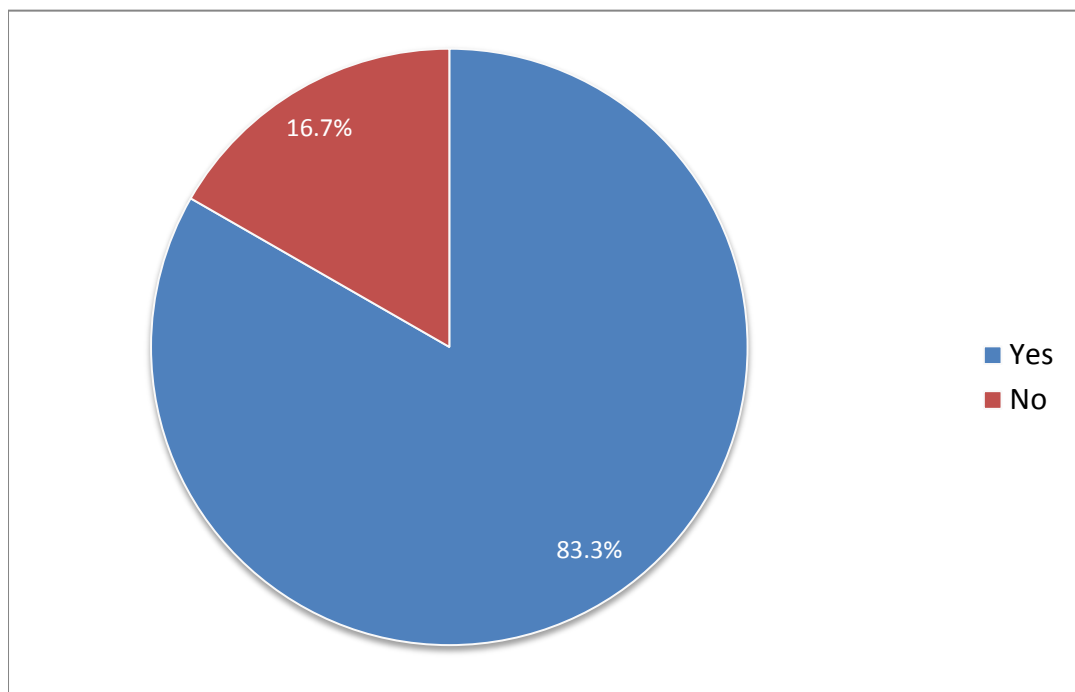
**Are there any other sources of funding in addition to those mentioned in section 7 of the strategy that you think we should use?**

Answer Options	Response Count
	19
<i>answered question</i>	19
<i>skipped question</i>	69

Response Text	Proposed Response
No	-
Why don't RBWM start charging more for council tax and directing the funds towards cycling instead of freezing the tax?	-
Perhaps a slight rise in Council Tax	-
Local business sponsorship of routes and events	- Add sponsorship as an option
License use of bikes, increase council tax with concessions for licensed users.	- No change - this would require changes to primary legislation and would be likely to lead to a reduction in cycling.
Look for some sponsorship from local/national businesses (like bike scheme in London) but perhaps have routes or infrastructure updates sponsored.	- Add sponsorship as an option
Lottery? Government grants	- No change - Sport England is already included on the list of potential funding sources - this makes use of small lottery grants to help people get involved in sport
Don't cut anymore money from schools or suggest that schools have to allocate some of this funding from their budgets.	-
Maybe divert funds from vanity projects like the ridiculous fountain on the old Trevelyan roundabout?	-
Part of the highways budget	- No change - this happens already
This survey is aimed at existing cyclists. You need a survey that asks why not questions. e.g. "What reasons to you not cycle to the shops", "What reason to you not cycle to school / let your child cycle to school" etc to uncover the barriers.	- No change - the proposed Marketing and Communication actions will seek to engage potential as well as existing cyclists to identify the barriers and issues that they face.
Funding better spent elsewhere	-
Shell, BP	- Add sponsorship as an option
How about using revenue from parking and speeding contraventions!	- No change - all surplus income from parking goes back into central council funds and is spent according to need, while income from speeding fines is retained by Thames Valley Police.
Developer contributions. Business sponsorship. Charitable trusts.	- Add corporate sponsorship as an option. Developer contributions, Sport England and British Cycling are already on the list.
Traffic fines	- No change - fines for traffic offences are retained by Thames Valley Police.
No	-
Could business not help fund as a help in the community initiative?	- Add sponsorship as an option
What replaced the section 106 contributions? Is there any part-volunteer Big Society option?	- No change - developer contributions are already on the list, and volunteers are already used for led bike rides and other initiatives.



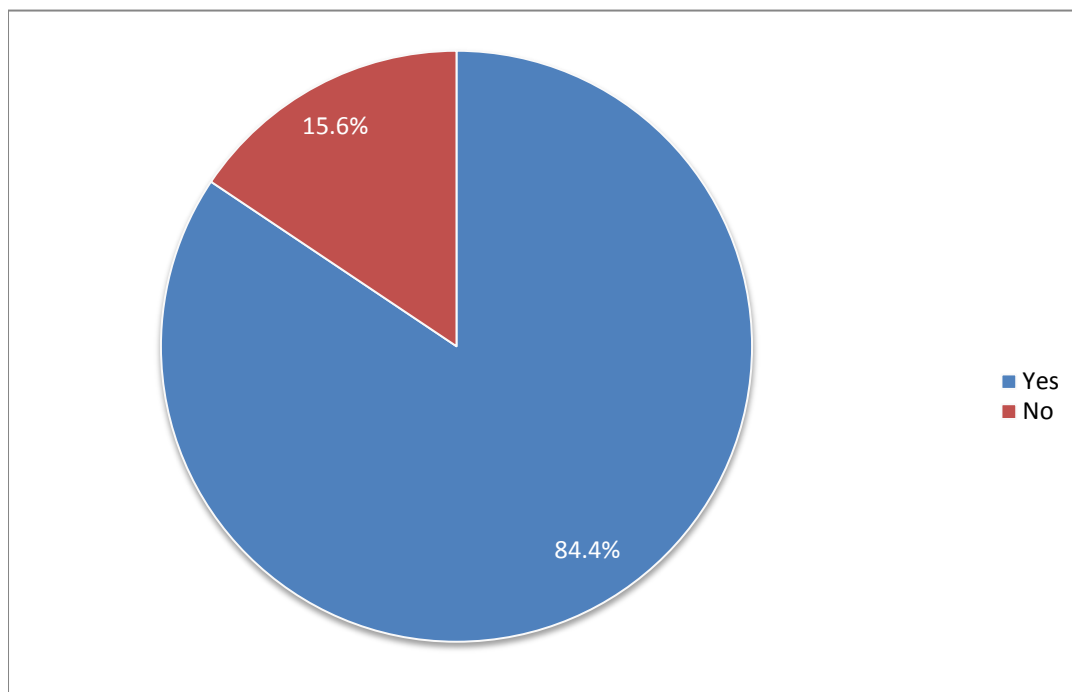
Do you think that the proposed performance indicators and monitoring tools are appropriate?		
Answer Options	Response Percent	Response Count
Yes	83.3%	55
No	16.7%	11
Comments		11
<i>answered question</i>		<b>66</b>
<i>skipped question</i>		<b>22</b>



Comments	Proposed Response
It looks like you previously counted from 7am to 7pm. Rush hour extends beyond these times in this area. Maidenhead Station cycle racks are half full by 7am. You need to consider who the main cyclists are.	- No change - 7am to 7pm is an industry standard count period. It is accepted that there will be a few trips that are missed at the start and end of the survey period. Some bikes remain at Maidenhead Station overnight and are used by arriving passengers for onward travel.
Nothing, as usual for the Ascot area. A backwater of the borough	- No change - the annual counts are undertaken in the main urban areas. There are not sufficient numbers of cycling trips to Ascot to justify an annual count.
License bikes at the point of sale, tag them with RFID tags and install RFID sensors for monitoring bike traffic levels.	- No change - this would require a change to primary legislation.
I don't know if they are appropriate.	-
Survey use of bike park areas. Are they being used?	- No change - there is not sufficient budget to be able to cover all of the main cycle parking areas. However, informal checks are undertaken throughout the year to flag where demand is exceeding capacity.
I have forgotten what the performance indicators were supposed to be. If health - very difficult to monitor and/or prove: approval rating easier; proportion of cyclists to cars during peak hours/out of peak hours- yes good indicators	-

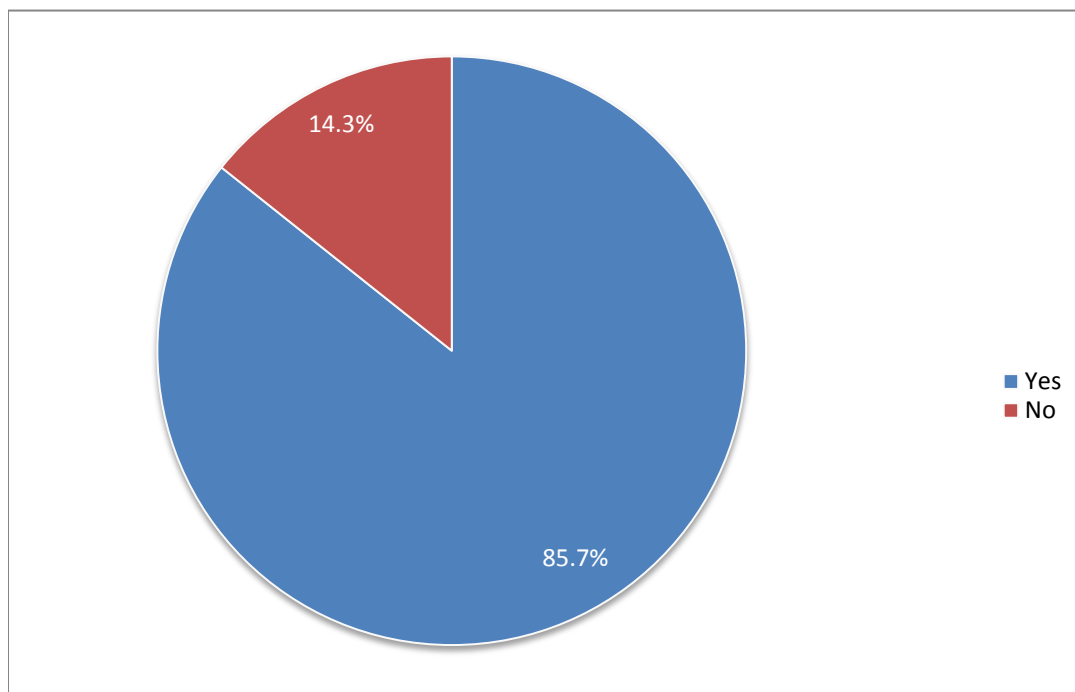
<p>Statistically, if well implemented the number of cycling incidents on the road should reduce. Another factor should be the satisfaction of drivers. I feel that many drivers in recent times get frustrated with cyclists due to conflicting space. If we can ensure cyclists have a dedicated space on the road it will help reduce conflict. I have witnessed an assault on a fellow rider after a driver attempted to overtake him through a traffic calming device. The driver subsequently got out of the car and assaulted the rider involved who had indicated his displeasure at nearly being hit by the car. I have cycled for more than 35 years and it has progressively got worse and particularly after cycling became popular since the success of the British Cycling Olympic Teams.</p>	<p>- No change - cycle routes are covered in paragraphs 6.1 - 6.4.</p>
<p>safety is low and kpi on speed of route should be added otherwise further addition of cycle path pavements will drive for cycling as it takes too long to get anywhere</p>	<p>- No change - it is difficult to get accurate information on cycling speeds / journey times.</p>
<p>The hoped for increases were too low as previously commented.</p>	<p>-</p>
<p>I would also like to see change in journey times to key destinations as a measure.</p>	<p>- No change - it is difficult to get accurate information on cycling speeds / journey times.</p>
<p>Cycling casualty reduction is low.</p>	<p>-</p>

Do you broadly agree with the Area Profile for Ascot and the Sunnings?		
Answer Options	Response Percent	Response Count
Yes	84.4%	38
No	15.6%	7
Comments		8
<i>answered question</i>		<b>45</b>
<i>skipped question</i>		<b>43</b>



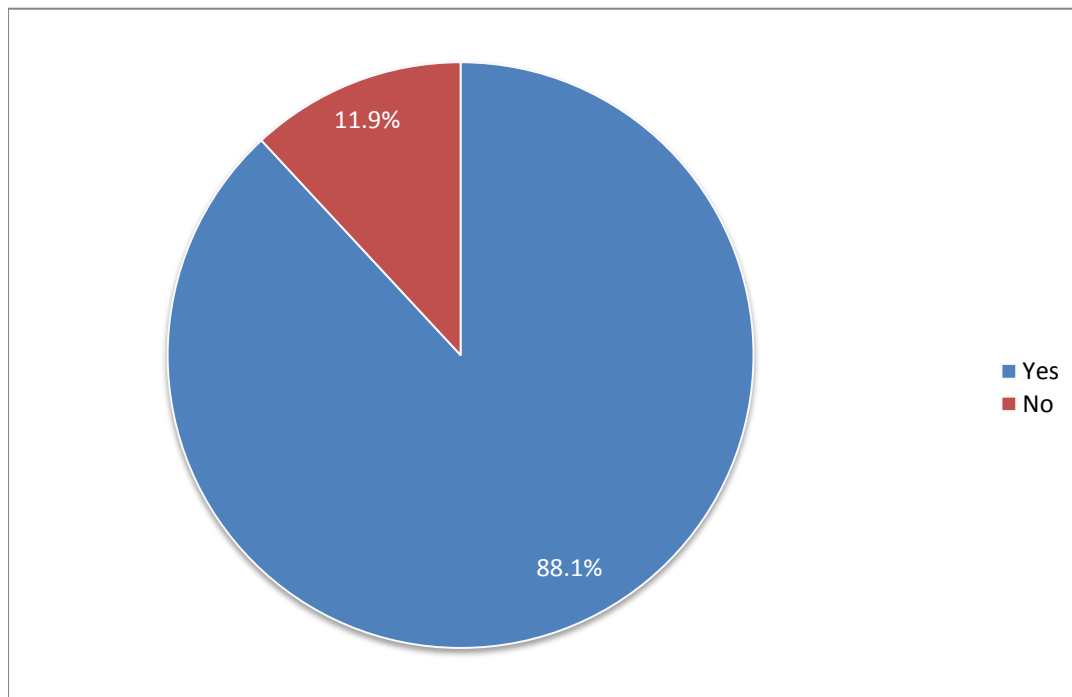
Comments	Proposed Response
It should be made clear to the local population that the crown estate are very unhelpful to any cycling improvements. Also, whilst my son was at Cheapside they did a cycle programme. I take slight offence to encouraging children to cycle in such a badly provided for area	- No change - Crown Estate already provides several cycle routes through the Great Park and has offered to open up existing routes for use by cyclists after sunset.
Can't comment	-
Don't know because I have not read them and this questionnaire (plus reading the profile) is taking up too much time	-
No knowledge	-
no idea	-
I dont know Ascot and Sunnings	-
I fear that in all of these proposals for all areas, cars are taking priority. As long as there is no shift away from the car ie slowing traffic not just outside schools, traffic calming measures, reallocation of road space, cycling will never become the safe normal activity envisaged. I invite the council to become a forerunner instead of a follower.	-
Won't increase cycle trips by 15% <sup>1</sup>	-

Do you broadly agree with the Area Profile for Bisham and Cookham?		
Answer Options	Response Percent	Response Count
Yes	85.7%	36
No	14.3%	6
Comments		7
<i>answered question</i>		<b>42</b>
<i>skipped question</i>		<b>46</b>



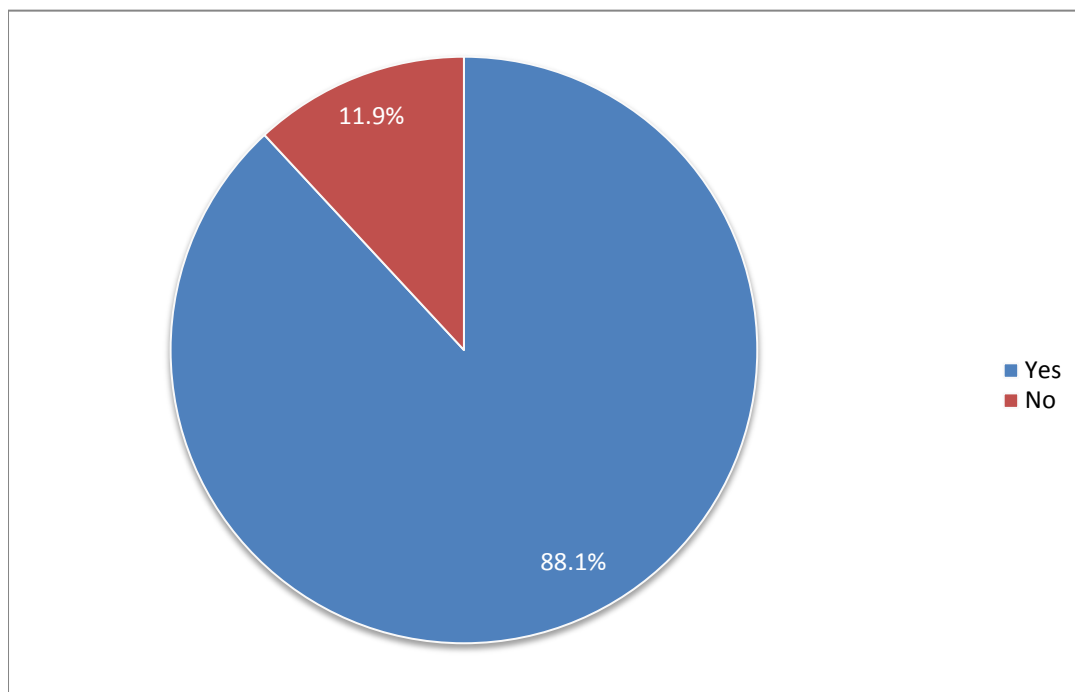
Comments	Proposed Response
The proposed mountain bike tracks in the woods nr Bisham are not joined to a safe cycling route.	- Sign a link via existing PRow (e.g. Malders Lane).
Can't comment	-
no idea	-
Particular attention should be paid to lengthening the existing shared cycle way on switch back into centre of Cookham and Maidenhead as the national cycle route is too rural for use commuting in the winter (too dark and muddy) and children cycling to furze plat school have to travel along a fast and busy section of the road in Cookham Berks the path starts.	- Extending the route to Cookham / Cookham Rise is not possible due to the pinch point at the rail bridge. - Onward links to Maidenhead are challenging due to the narrowness of the main roads and the lack of alternative routes.
I dont know Bisham and Cookham well enough	-
I fear that in all of these proposals for all areas, cars are taking priority. As long as there is no shift away from the car ie slowing traffic not just outside schools, traffic calming measures, reallocation of road space, cycling will never become the safe normal activity envisaged. I invite the council to become a forerunner instead of a follower.	-
Won't increase cycle trips by 15%	-

Do you broadly agree with the Area Profile for Bray?		
Answer Options	Response Percent	Response Count
Yes	88.1%	37
No	11.9%	5
Comments		6
<i>answered question</i>		<b>42</b>
<i>skipped question</i>		<b>46</b>



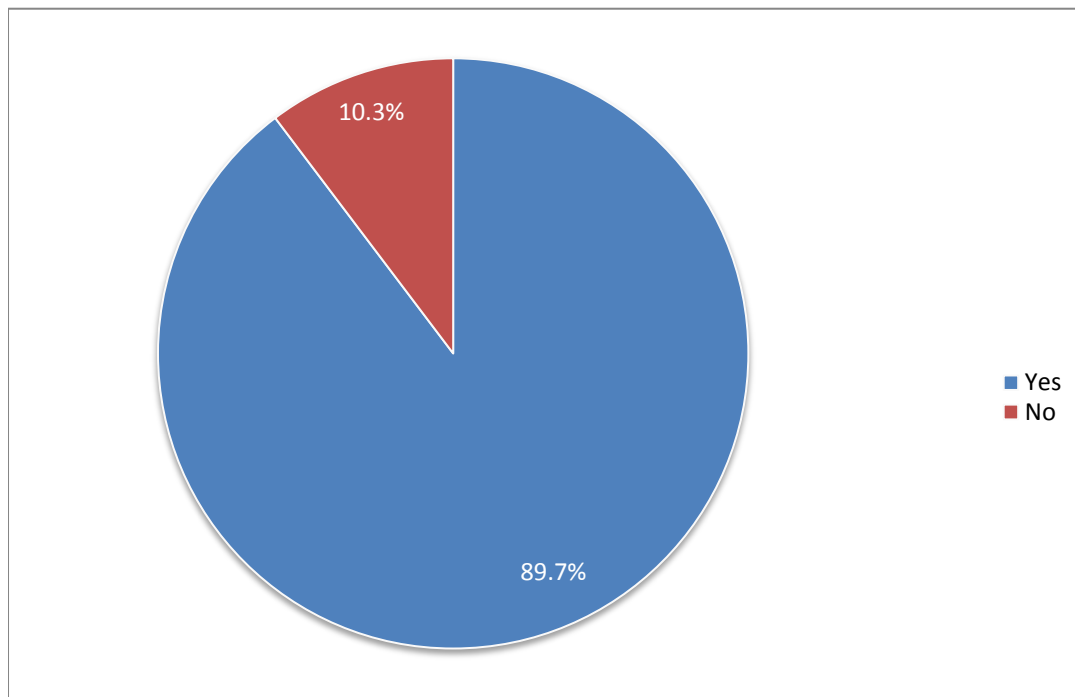
Comments	Proposed Response
Where is the joined up thinking to get cyclists from Maidenhead to the Dorney Lake and jubilee river?	- No change - there is an existing link to Dorney Lake via the Monkey Island bridge.
Can't comment	-
no idea	-
I dont know Bray well enough	-
I fear that in all of these proposals for all areas, cars are taking priority. As long as there is no shift away from the car ie slowing traffic not just outside schools, traffic calming measures, reallocation of road space, cycling will never become the safe normal activity envisaged. I invite the council to become a forerunner instead of a follower.	-
Bit more red. However, no provision on the rat-run which is the B3024 - encourage bikability to Braywood C of E all you like, no-one will cycle there. Seeing as you suggest a crossing from the Maidenhead road over to B3024 at that junction I presume you just hope that people will cycle up that road?	- No change - there is insufficient highway land available on the B3024 to be able to accommodate a cycle route. Delivering a route would require compulsory purchase of land, which could not be justified by the relatively low numbers of cyclists.

Do you broadly agree with the Area Profile for Datchet?		
Answer Options	Response Percent	Response Count
Yes	88.1%	37
No	11.9%	5
Comments		8
<i>answered question</i>		<b>42</b>
<i>skipped question</i>		<b>46</b>



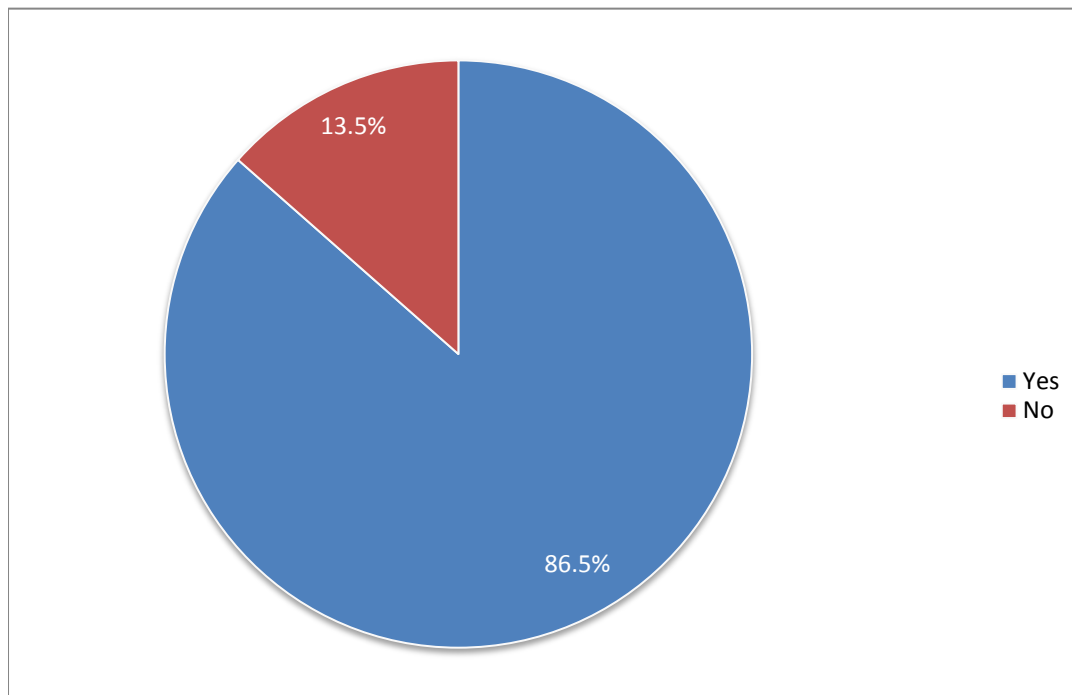
Comments	Proposed Response
Tesco on the Horton Rd should be included as a shopping destination.	- Include this in the list of local destinations.
Can't comment	-
No Knowledge	-
no idea	-
I dont know Datchet well enough	-
Disagree that the earth mound on Majors Farm Road is a problem, it is one of the best features with a safe separation from motor vehicles. The route through Datchet is treacherous during school times and needs a joined up cycle route, not one that switches sides of the road as it currently does. The section from Eton Road/London Road junction to The Myrke desperately needs a cycle route as it is very narrow and dangerous when dark	- Change the wording in the table in Section 7 of Appendix 4 to say "Widen the cycle track behind the earth embankment on the B470. - No change - There is not sufficient highway land to be able to construct a cycle route alongside the B376 within Datchet Village.
I fear that in all of these proposals for all areas, cars are taking priority. As long as there is no shift away from the car ie slowing traffic not just outside schools, traffic calming measures, reallocation of road space, cycling will never become the safe normal activity envisaged. I invite the council to become a forerunner instead of a follower.	-
How does one get to Datchet from the South? Old Windsor/Windsor? Suggest Prince Albert's walk - does the queen need all this to herself? And Sunnymeads? Cycle track along the railway would do that	- No change - the Crown Estate is opposed to any additional routes through the Great Park. - No change - the Council would need to purchase a lot of private land would be needed to run a cycle track parallel to the railway. It is unlikely that there would be sufficient numbers of cyclists to justify the expense of such a scheme.

Do you broadly agree with the Area Profile for Eton and Eton Wick?		
Answer Options	Response Percent	Response Count
Yes	89.7%	35
No	10.3%	4
Comments		5
<i>answered question</i>		<b>39</b>
<i>skipped question</i>		<b>49</b>



Comments	Proposed Response
Can't comment	-
no idea	-
I dont know them well enough	-
I fear that in all of these proposals for all areas, cars are taking priority. As long as there is no shift away from the car ie slowing traffic not just outside schools, traffic calming measures, reallocation of road space, cycling will never become the safe normal activity envisaged. I invite the council to become a forerunner instead of a follower.	-
Won't increase cycle trips by 15% Additional paths for B3022? You have the northern part highlighted in red suggesting a new path - but AFAIK the whole of that road leading up to A332 roundabout is currently a share use path	- No change - the Action Plan explains that the B3022 scheme is an enhancement rather than a new cycle route.

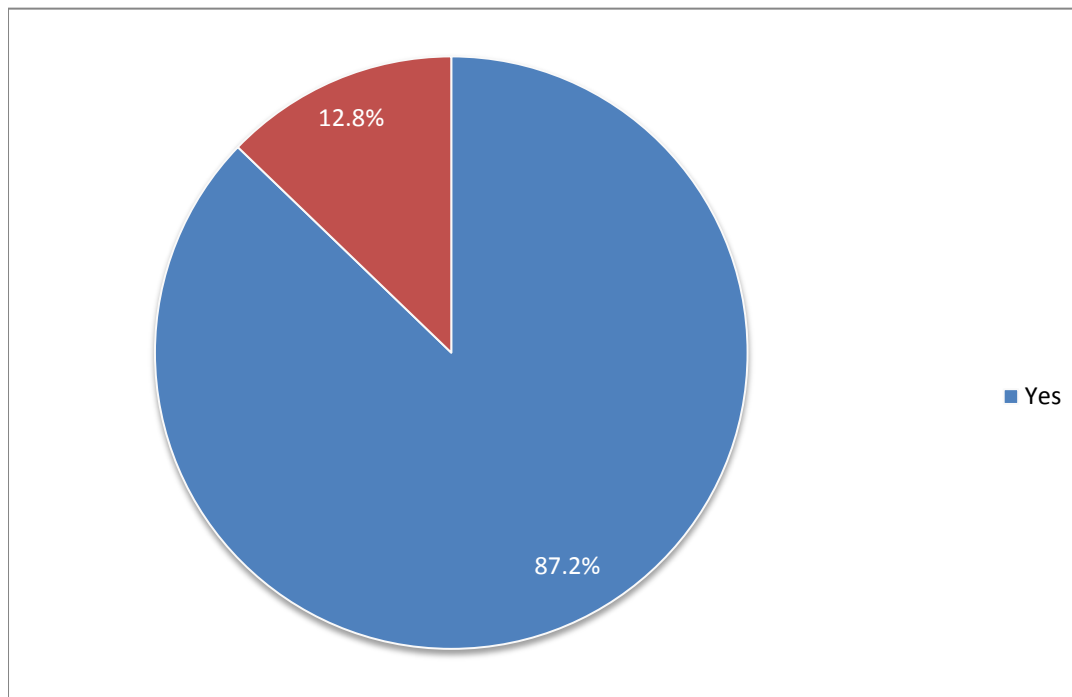
Do you broadly agree with the Area Profile for Horton and Wraysbury?		
Answer Options	Response Percent	Response Count
Yes	86.5%	32
No	13.5%	5
Comments		7
<i>answered question</i>		<b>37</b>
<i>skipped question</i>		<b>51</b>



Comments	Proposed Response
Can't comment	-
No Knowledge	-
no idea	-
This is a very difficult set of roads to cycle on as busy and could really do with cycle paths, I've tried to commute this way and found it very scary. Plan does not really address this.	- No change - there are few options for delivering new cycle routes in the area other than via compulsory purchase of land, which could not be justified by the relatively low numbers of cyclists.
Don't know	-
I fear that in all of these proposals for all areas, cars are taking priority. As long as there is no shift away from the car ie slowing traffic not just outside schools, traffic calming measures, reallocation of road space, cycling will never become the safe normal activity envisaged. I invite the council to become a forerunner instead of a follower.	-
Unsure of location but looks like paths start/end in random places	- No change - there are few options for delivering new cycle routes in the area other than via compulsory purchase of land, which could not be justified by the relatively low numbers of cyclists.



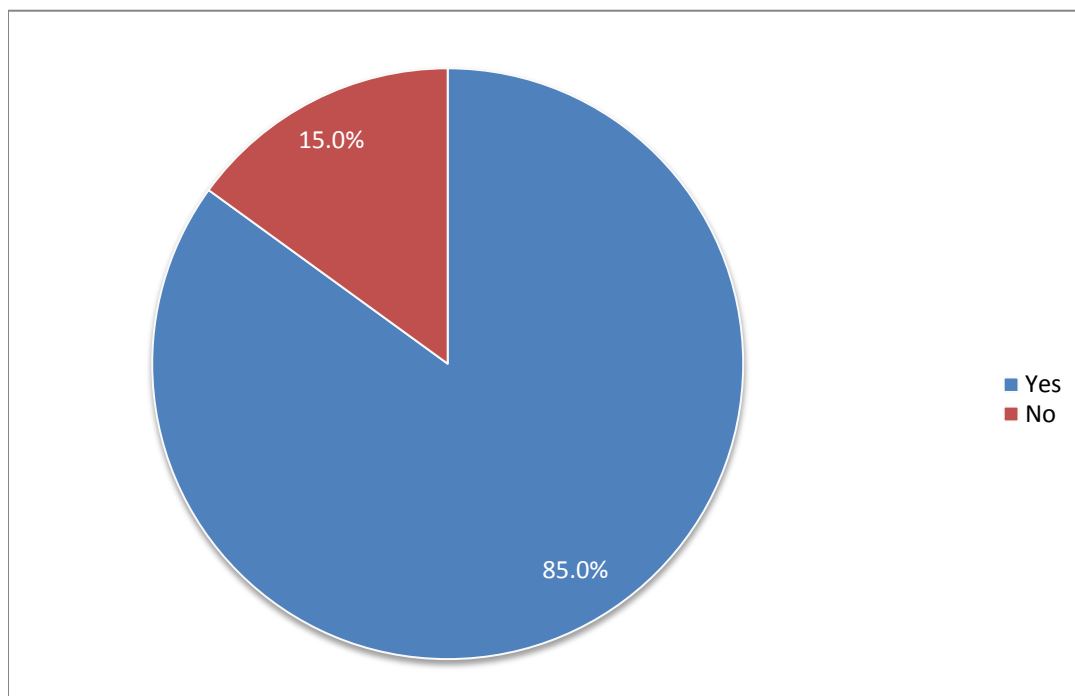
Do you broadly agree with the Area Profile for Hurley and the Walthams?		
Answer Options	Response Percent	Response Count
Yes	87.2%	34
No	12.8%	5
Comments		6
<i>answered question</i>		<b>39</b>
<i>skipped question</i>		<b>49</b>



Comments	Proposed Response
Can't comment	-
No Knowledge	-
no idea	-
Within Waltham St Lawrence there is virtually no provision for safe cycling by amateurs and children. The most likely routes would be to go to the A4 and then onwards or to go to Twyford via the Twyford Rd or to get to the primary school. The knowl hill circular is not suitable for bikes generally, it is very cut up in places with deep cuts and when it rains it bevoes far too boggy to use. We pay our rates and get very little service. If a safe path was available you would be surprised how much use it would get.	- No change - there are few options for delivering new cycle routes in the area other than via compulsory purchase of land, which could not be justified by the relatively low numbers of cyclists.
I fear that in all of these proposals for all areas, cars are taking priority. As long as there is no shift away from the car ie slowing traffic not just outside schools, traffic calming measures, reallocation of road space, cycling will never become the safe normal activity envisaged. I invite the council to become a forerunner instead of a follower.	-

<p>Unsure of location but looks like paths start/end in random places - what happens when they come across the A404?</p> <p>As for Waltham St. Lawrence....too many fast, rat-running journeys. How do you get out?</p>	<ul style="list-style-type: none"><li>- No change - the strategy commits to investigate possible routes to Berkshire College of Agriculture that would provide a safe crossing of the A404.</li><li>- No change - there are few options for delivering new cycle routes in the area other than via compulsory purchase of land, which could not be justified by the relatively low numbers of cyclists.</li></ul>
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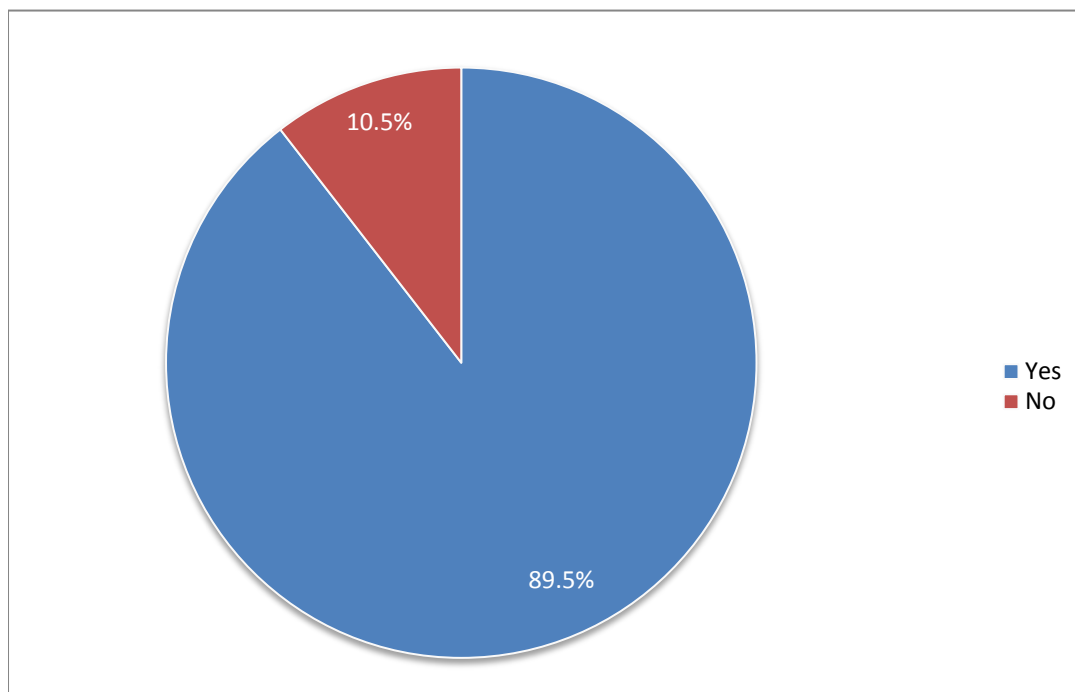
Do you broadly agree with the Area Profile for Maidenhead and Cox Green?		
Answer Options	Response Percent	Response Count
Yes	85.0%	34
No	15.0%	6
Comments		8
<i>answered question</i>		<b>40</b>
<i>skipped question</i>		<b>48</b>



Comments	Proposed Response
Where is the joined up thinking to get cyclists from Maidenhead to the jubilee river?[] The A4 Bath Road shared pavement is the worst possible cycle lane. Nearly every cyclist uses the road to avoid the side streets, residential drives and shopping parking as well as the badly maintained and bumpy pavement as well as road crossings.	- No change - there is an existing cycle route to Maidenhead Bridge and Bucks are constructing a link along the A4. - No change - there is insufficient width available on the A4 to provide on-carriageway cycle lanes and there is limited potential to provide cyclists with priority across side roads on this route.
We badly need joined up cycling. The areas of Cookham to Furze Platt and then to the rest of Maidenhead need joining up. Many people use the route along Switchback road to join the rest of Maidenhead, but existing routes and proposals do not link them. What about children going to Furze Plat infant and Junior? Cycling provision from the north and east is all but nonexistent at the moment	- Include a new action within Appendix 8 to consider a quiet route via Nightingale Lane and Cannon Court Road. - No change - onward links to Maidenhead are challenging due to the narrowness of the main roads and the lack of alternative / parallel routes.
Can't comment	-
Was the A4 monitored as a commuter route to Slough in the Corden count?	- No change - the A4 is not surveyed as part of the corden count, although links from the A4 are included. Existing levels of cycling on the A4 were surveyed to inform development of the business case for the A4 cycle route.

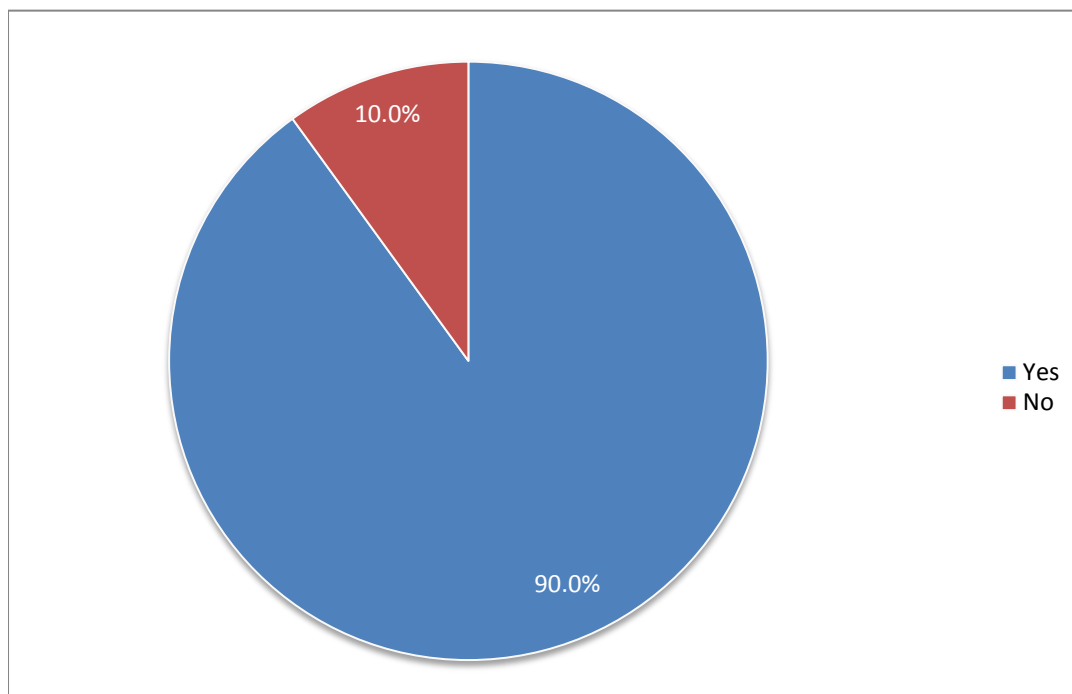
<p>Review of current shared paths along the station is required as start and end is very unclear and street furniture makes them much too narrow in places particularly if pedestrians are present.</p>	<p>- No change - existing paths will be reviewed as part of the station interchange development.</p>
<p>Dont know well enough</p>	<p>-</p>
<p>I fear that in all of these proposals for all areas, cars are taking priority. As long as there is no shift away from the car ie slowing traffic not just outside schools, traffic calming measures, reallocation of road space, cycling will never become the safe normal activity envisaged. I invite the council to become a forerunner instead of a follower.</p>	<p>-</p>
<p>Lots of red here, good. However, the existing green tracks and the very bad current levels of cycling suggests that adding more of the same probably won't increase trips by 15% Looks like some filtered permeability could be used for a lot of Maidenhead roads. ] No paths on Cookham road from Furze Platt to town centre - any reason</p>	<p>- Include an action within Appendix 8 to investigate opportunities for filtered permeability. - No change - cycle routes along Cookham Road are challenging due to the narrowness of the main roads and the lack of alternative / parallel routes.</p>

Do you broadly agree with the Area Profile for Old Windsor?		
Answer Options	Response Percent	Response Count
Yes	89.5%	34
No	10.5%	4
Comments		4
<i>answered question</i>		<b>38</b>
<i>skipped question</i>		<b>50</b>



Comments	Proposed Response
Can't comment	-
Dont know	-
I fear that in all of these proposals for all areas, cars are taking priority. As long as there is no shift away from the car ie slowing traffic not just outside schools, traffic calming measures, reallocation of road space, cycling will never become the safe normal activity envisaged. I invite the council to become a forerunner instead of a follower.	-
Nothing along Straight Road? - It's a slow (30 mph with cameras) wide road - yet nothing can be added here? Old Windsor to Staines not a popular commute?	- No change - Straight Road narrows considerably to the north and south and there is not sufficient room for on-carriageway or off-carriageway cycle routes along its full length.

Do you broadly agree with the Area Profile for Windsor?		
Answer Options	Response Percent	Response Count
Yes	90.0%	36
No	10.0%	4
Comments		5
<i>answered question</i>		<b>40</b>
<i>skipped question</i>		<b>48</b>



Comments	Proposed Response
<p>Dedworth Middle School isn't mentioned in list of Schools. []</p> <p>The Farm Shop/Cafe is also missing and whilst I know its Old Windsor I regularly cycle to it. []</p> <p>Introduce the cycle hire (Boris Bikes) as in London. []</p> <p>Put cycle parking in the multi-story Car Parks at ground/shop levels (King Edward and Victoria ) for easy covered solutions.</p>	<p>- Include destinations as suggested.</p> <p>- No change - cycle hire schemes work best for large, polycentric urban areas and most schemes require significant on-going subsidy (even with sponsorship). Also, any scheme would be in direct competition with established commercial cycle hire businesses in Windsor.</p> <p>- No change - cycle parking should not be provided in multi-storey car parks since these are too far from cyclists' destinations to be attractive and there are better alternative locations.</p>
<p>Legoland is not mentioned! The park should be equipped with a bike park at the bottom of the hill with access from the bottom of the park. If residents with annual passes could do that, the traffic would be cut considerably. Legoland management should be forced to do that as the car traffic is shocking.[]</p> <p>It is pointed out that Windsor Girls pupils only have a handful of cyclists. Maybe the school uniform has something to do with it. Who wants to cycle on a main road wearing a pleated skirt. Maybe girls should be allowed to wear more practical gear, it's 2016 after all!</p>	<p>- No change - these are matters for LEGOLAND and Windsor Girls School to consider.</p>
Dont know	-

<p>I fear that in all of these proposals for all areas, cars are taking priority. As long as there is no shift away from the car ie slowing traffic not just outside schools, traffic calming measures, reallocation of road space, cycling will never become the safe normal activity envisaged. I invite the council to become a forerunner instead of a follower.</p>	<p>-</p>
<p>Stick in some parking - that's it!  No new paths, no mention of traffic control - safe routes to school?  Proper Cycle route to Legoland? Park and cycle? No new ideas. This won't get a 1% increase let alone 15!!</p>	<p>- No change - there is limited scope to incorporate new cycle routes in Windsor due to the lack of highway land.  - See above for comment re cycle hire scheme.</p>

Name	Comments	Proposed Response
Cox Green Parish Council	It has been identified that the route from Cox Green to the train station is fairly poorly lit and would benefit (and encourage greater use) if the lighting could be addressed. Another concern raised is that of the surface condition which is considered to be quite poor in places with smashed glass being a deterrent to greater usage. It is therefore suggested that the final strategy includes adequate maintenance.	- Add an action in Appendix 8 to upgrade the lighting along The gullet. - Maintenance is already addressed as an action in the strategy,
	With regards to cycle park, it is noted that the facility at Wessex Way shopping precinct is missing from the map (it is accepted that this facility could benefit from improvement). Other areas of improvement (or provision) are the Cox Green Centre (which includes the Cox Green Library, Leisure Centre, Police and Parish Council offices as well as Cox Green Community Centre) and Improved provision at Ockwells Park. These locations are places to which cycling should be encouraged.	- Add the existing cycle parking at Wessex Way shops to the map in Appendix 8. - Add an action in Appendix 8 to provide new cycle parking at Cox Green Centre. - Add an action in Appendix 8 to provide new cycle parking at Ockwells Park.
	The Council has looked at the proposals for Cox Green specifically and would like to make the following suggestions (I have also attached a map with the suggestions added - dotted red lines denote deletions, dotted green lines denote additions):	
	- Deletion of the proposed route within the new Ockwells Park Nature Reserve. It is felt that at this stage whilst a cycling provision within the overall facility is welcome, the overall strategy for the Park and Nature Reserve is currently at the embryonic stage therefore more work need to be done to establish (and avoid) potential conflicts of use within the site. For example a new fitness trail has just been installed and the suggested route of the cycle way (as proposed) would put cyclists in conflict with pedestrians and users of the fitness trail. The inclusion of a cycle route in the park can be added into the overall site operation when appropriate and therefore does not need to be part of the Cycling Strategy (save for the route TO Ockwells Park).	- Change the action in Appendix 8 to 'Investigate the potential for a recreational cycle trail at Ockwells Park'.
	- Deletion of that part of the proposed route along Woodlands Park Road and Woodlands Park Avenue. This stretch of Woodlands Park Road is extremely dangerous and accidents (including a fatality) have occurred along This route. Currently there is insufficient space to provide a safe route for cyclists along this stretch which also suffers from a dip and bend in the road which obscures vehicles let alone cyclists and therefore in the interests of cyclist safety This route is regrettably inappropriate.	- Amend the route shown on the map in Appendix 8 to utilise Heynes Green, and make it clear that this is subject to the site coming forward for development.
	- Addition of a section along Waltham Road and Cannon Lane thereby linking the strategy's proposed route with the existing National Cycle Network AND the proposed cycle parking in Woodlands Park (the current proposal appears to provide a cycle parking facility with no route to it !). This particular route also provides an adequate alternative to the above deletion.	- No change - this link cannot be delivered due to the lack of available highway land north of Wilant Close.



	- Addition to extend the proposed route along the entire length of Ockwells Road across the motorway footbridge (which is cyclist friendly) onto Kimbers Lane, Harvest Hill Road joining up with the existing National Cycle Network.	- It is not possible to deliver this link as proposed due to the lack of available highway land on Harvest Hill Road. Also, It is not possible to provide a surface crossing over the A308 at this point. However, an alternative may be possible through the Golf Course development if this comes forward - include as an action in Appendix 8.
	- Addition from Ockwells Road along Cox Green Road north to the existing National Cycle Network.	- There is not sufficient highway land for an off-carriageway facility, but this could be a signed quietway.
	- Addition along Cannon Lane from the existing cycle route on the A4 southwards to the junction of existing cycle route at Altwood Road.	- No change - The link to the south of the A4 would be through National Trust land and it would not be possible to deliver the path without removing many protected trees.
	- Addition along Highfield Lane from the existing cycle route (which currently ends at the Cox Green School), extending across the bridge (which now has improved access) turning into Farmers Way, through Pheasant's Croft into Barley Mead (which already has a cycle path constructed) exiting onto Cannon Lane and joining up with the proposed route at the Ridgeway. This completes a route that was originally intended when Barley Mead was constructed.	- Include a revised version of the route via Farmers Way in Appendix 8. This would be mostly a signed quietway. This would link to the proposed route through the Ridgeway site, which would be subject to the site being redeveloped.
	It is felt by this Council that these amendments would provide a cohesive network that would assist with encouraging greater cycling usage including safer routes to the schools within the parish of Cox Green and beyond.	

Name	Comments	Proposed Response
Lucy Marsh (resident)	I am a young female that cycles to work: I commute from Clarence Road, Windsor to Axis Business Park, Langley (via Datchet). I was pleased when I read the report to see that it addresses the important issues that cyclists face. It seems to be well informed and positive, but there are a couple of points that I'd expand on, in case it's of interest, as I'd really like to see more people in the area taking up cycling as their normal form of transport.	
	The first relates to street lighting. The report recognises that fears over safety are a major barrier to getting more people cycling. I cycle the length of the cycle path alongside the B470 Major's Farm Road. As the report notes, this is unlit. This is so dangerous and quite unpleasant to cycle on in the dark (during the day I think this is a great cycle path). This path is used by quite a few cyclists and pedestrians. As a cyclist I cannot see the path in front of me to know where the verge is or if there's ice, for example, or an approaching pedestrian. I had a surprising encounter last week where a car driver had pulled into the layby to pray by the roadside; he was kneeling on the path wearing low visibility clothing, and I very nearly cycled straight into him. The Action Plan doesn't appear to propose a solution to the lack of lighting on this stretch. It is very important that streetlights are installed along this foot and cycle path; primarily for safety, but also to encourage cycling. The report notes that women are far less likely to cycle in Windsor than men, and this could well be a result of the fact that women generally tend to feel more vulnerable than men while out in the dark on their own.	- In Appendix 4, include a commitment to investigate lighting options for this section of route. Although it is technically Green Belt, it is next to the M4 which is already lit. Also, there is lighting at either end and at the footbridge. Furthermore, the presence of the earth bund provides an additional hazard that could justify additional measures.
	I also note another part of my route that I believe should be lit: after passing over the bridge over the Thames on the B470, I continue down this road towards Windsor in total darkness. This stretch of road is popular amongst school children that cycle and also amongst joggers, and it seems very dangerous that there is no street lighting. This stretch is pitch black apart from when a car comes past, and their dipped headlights tend to dazzle cyclists whose eyes have adjusted to the darkness. This stretch of road is not mentioned in the report.	- No change - this is Green Belt and Home Park is listed as a historic garden, so additional street lighting would be contrary to planning policy and would be resisted.
	My second point relates to cycle parking. I strongly agree with the report that "Access to cycle storage should be at least as convenient as access to car parking". While the report suggests many locations that would be great, it doesn't really address the need for parking near people's homes. Many young professionals (who ought to be targeted in the move to encourage cycling) live in flats. When I moved to Windsor I didn't use a bicycle for months because there was nowhere to store one in my block of flats. I now lock it to the railing in my block's private car park, which is not ideal. I would suggest that more consideration go into cycle parking on residential streets that have big flat compounds, as from a practical perspective for many young adults this is the biggest hindrance to cycling.	- Include an action in paragraph 6.13: "• Consider introducing on-street, secure bikehangars in residential streets where there is significant demand, subject to local consultation."

	<p>A final point relates to what the report calls “key pinch points” - the bridges over the Thames. I’m not sure what this phrase means, but if it means points where the road narrows and cyclists become vulnerable, I’d agree. Nothing in the Action Plan addresses these pinch points. The bridge over the Thames on the B470 can feel dangerous when approached from Datchet, particularly in the dark, as cars often overtake cyclists on the blind bend just before the bridge and then have to cut back in when they realise how narrow the bridge is. This is particularly annoying as the bridge has an uneven surface on the edges, where cyclists are positioned, with several bumps that you cannot avoid while there are cars up against you. I wondered if it the Highways &amp; Transport Unit could consider making giving the bridge and approach to it a double white line down the centre to stop dangerous overtaking. Further, along the stretch of road before the bridge, there is no white line marking the edge of the carriageway, so when cars overtake in the dark it is difficult as a cyclist to know whether or not you can pull in further because you cannot see the edge of the road.</p>	<p>- No change - this would be ineffective, since motorists are permitted to cross / straddle double white lines to overtake a pedal cycle (if they are travelling at 10 mph or less),</p>
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Name	Comments	Proposed Response
Mrs H Cairncross	With reference to the Royal Borough of Windsor & Maidenhead Cycling Strategy document, I note that your plan for Maidenhead and Cox Green proposes to introduce new cycling routes that will link into Horseguards Drive, part of which is a private section and cul-de-sac. Part of this private section is presently in my ownership and I would request that it is adopted by the council or, alternatively, to use another road as part of this Cycling Strategy document.	- Include an action in Appendix 8: "Seek to adopt the eastern section of Horseguards Drive in order to secure the cycle route to Maidenhead Bridge."

Name	Comments	Proposed Response
Buckinghamshire County Council	<p>I don't really have too many specifics, but just wanted to highlight the following:</p> <ul style="list-style-type: none"> <li>• We are supportive of any links which improve cycling/walking connectivity between RBWM and Bucks.</li> <li>• Whilst Maidenhead Bridge is a constraint, it is positive that more links are proposed on the Maidenhead side, which will link cyclists from the proposed A4 cycleway into Maidenhead centre (the rail station etc.)</li> <li>• It is also positive to see improved connections for the Jubilee River route.</li> </ul>	- No change
	One question - is there no demand for links between Bisham and Marlow?	- No change - there is not sufficient highway land to be able to construct a cycle route along the Marlow Road - additional private land would be required and it is unlikely that the numbers of cyclists would justify the cost..

Name	Comments	Proposed Response
David Lambourne (resident)	Please find my comments on the recent Consultation on Cycling.  1. No comment about the content; it is an ideal wish list.	-
	2. For this to have an impact, the Council needs to allocate sufficient funding	-
	3. A ten year plan would be good, but funding should be planned and allowed for in the RBWM annual budget, not based on perhaps funding such as Section 106.	- No change - the Royal Borough makes provision for cycling facilities within the annual capital programme. This is funded through a combination of developer contributions and council funds. This includes a one-year firm commitment with a two-year provisional allocation. It is not possible to make 10 year funding commitments due to a lack of certainty about funding sources.
	4. I have read that £10 per head of population should be the target to make an effective difference.	- No change - this level of spend is unaffordable with current resources. However, the Council will seek to identify opportunities to secure external funding sources where appropriate.
	5. We need the council to have the political will to encourage cycling and this needs a facility such as the Hillingdon Cycle Circuit. There is nowhere in the Borough for novices and children to learn. The Hillingdon Cycle Circuit is an excellent example of what can be done with political will; many of our own councillors have visited and been impressed, indeed two Conservative councillors visited and said "We must have one of these," but nothing happened. The council is happy to spend £250,000 on astro surfaced football pitches. An example of political will is that Hillingdon Council have indicated they would help with the funding of an open air velodrome in the middle of the cycle circuit, interesting because the 0.9mile circuit is in a Country Park. Training for all is important because cyclists must have confidence to ride on the road not every route can be covered by riding on pavements.	- No change - the strategy already makes a commitment to 'work with local landowners and British Cycling to explore the potential for creating a closed cycling circuit in the borough.
	The main benefits if political will were to provide meaningful funding are: a) reduce car use and pollution b) improve health. It has been reported £1 spent on cycling facilities gives a £2 health benefit. c) reduces car congestion.	- No change - the costs and benefits of individual schemes vary considerably and the Royal Borough must consider schemes on their individual merits.
	This is a chicken and egg situation if you measure current use and interest to determine spend then you will not get enough new facilities to have an impact. The Council needs to be forward looking otherwise a consultation becomes useless.	- No change - the council seeks to engage with potential as well as existing cycling.

Name	Comments	Proposed Response
Local Access Forum	<p>The Forum supported the RBWM cycling strategy in principle, and recommended the following:</p> <p>1. The strategy should seek to generate partnership working to develop multi-user routes and create links to fill gaps in the network.</p>	<p>- Include 1. as an action in paragraph 6.3</p>
	<p>2. The strategy should ensure that the Council take advantage of development opportunities to create new links and improve the network, including ensuring that the cycling strategy is included as far as possible in the Local Plans.</p>	<p>- Include an action in paragraph 6.3: "Ensure that provision for cyclists is incorporated in the Borough Local Plan and associated documents such as the Infrastructure Delivery Plan."</p>
	<p>3. The strategy should include goals to encourage more responsible cycling in the Borough.</p>	<p>- Amend the action in 6.38: "• 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."</p>

Name	Comments	Proposed Response
Maidenhead Cycle Hub and Maidenhead & Cox Green Neighbourhood Plan Group	We thank RBWM Highways and Transport Unit for the comprehensive and well considered Strategy document. We have the following comments and proposals for the Maidenhead area, all in respect to Appendix 8 - Area Profile - Maidenhead and Cox Green.	
	<b>1) South East Maidenhead routes</b> <ul style="list-style-type: none"> <li>• Additional route 1 - Any potential development of Braywick Park should incorporate the cycle route through the park to connect to the greenway existing cycle route and the proposed cross Maidenhead Golf Club cycle path. Meets stated cycling strategy aims.</li> </ul>	- Include an action in Appendix 8 to create an outer radial route via Hibbert Road, Braywick Park and a new route through the proposed golf course development, subject to the site coming forward for development.
	<ul style="list-style-type: none"> <li>• Additional route 2 - Slight extension to improve connectivity for residents wishing to reach Braywick Road along Hibbert Road. Key for Maidenhead connectivity, for example heading to or from Windsor.</li> </ul>	- No change - there is insufficient highway land to be able to provide a cycle link along Hibbert Road. If a link is achieved through Braywick then this would provide an acceptable alternative.
	<ul style="list-style-type: none"> <li>• Key new cycling crossing - Reviewing the Maidenhead cycling connectivity clearly identifies the difficulties of crossing the Braywick Road as a clear blockage of interconnectivity and the ability for residents to cross south east/south west. In addition, the potential development of Braywick Park for additional leisure activities and the development of Maidenhead golf course would further increase the necessity for a safe crossing of this road without the need to go via the town centre. We appreciate the difficulties with this crossing and potential cost, but believe it is essential that any development of either Maidenhead Golf Club or Braywick Park must include this crossing as part of the plan. Without this it would clearly fail to support the stated objectives of the cycling strategy.</li> </ul>	- No change - this will be considered as part of the proposed east-west route through the Golf Course development.
	<b>2) North Maidenhead routes</b> <ul style="list-style-type: none"> <li>• New interconnection around the outskirts of Furze Platt Senior School to link the cycle paths at Oaken Grove and the A308. The cycling strategy includes stated aims of improving cycling to school. The current cycle routes to Oaken Road fail to reach Furze Platt senior school, one of the largest in the town. The suggested solution circumnavigates the school to provide easy and safe cycle accessibility to this school. It will also be a key part of connectivity for routes entering leaving Maidenhead from the North and the cycle routes joining at Oaken Grove.</li> </ul>	- No change - Pupils currently have a right of access on foot, but creating a cycle route would require surfacing within the site. The school is an academy and therefore funded by central government rather than RBWM. Therefore, it would be inappropriate for RBWM to fund a cycle route within their grounds. It would not be possible to make the route open to the public for safeguarding reasons.
	<ul style="list-style-type: none"> <li>• Extension of the cycle path entering Maidenhead along Cannon Court Road to link this cycle path to the A308. Cycle routes joining north Maidenhead currently reach dead ends before reaching the internal Maidenhead cycle routes, where onward access to leisure facilities and the town centre is possible. The extension to these routes and the improvement of the crossing would enable this onward access. Similarly, it facilitates access north of town for Maidenhead residents.</li> </ul>	- Include an action in Appendix 8 to provide a new cycle route to Furze Platt School via Nightingale Lane, Cannon Court Road and Switchback Road South



	<p><b>3) Central Maidenhead routes</b></p> <ul style="list-style-type: none"> <li>• Route 1 - Current cycle routes fail to provide West/East town centre access for cyclists. We appreciate the route is through the West Street development area, however we feel this is a key route to enable West Maidenhead residents to reach the town centre, and future Maidenhead Waterways. Incorporate the suggested access to town through use of the Subway. This would also provide easy connectivity to the proposed “inner ring” route, highlighted with the blue line showing the existing proposal (Action 12) within the strategy for extension through Kings Street and onward connectivity through Kidwells Park.</li> </ul>	<p>- Include an action in Appendix 8 to consider this route in the event that the area is redeveloped as part of town centre regeneration.</p>
	<ul style="list-style-type: none"> <li>• Route 2 (Extension to current suggested contraflow) - This extension to cycle routes would be contra flow, and therefore must be off road or individually separated from traffic. Currently the footpaths and road width would clearly provide space for such a route, and as part of the needed road refurbishment post construction works should keep any costs to a minimum.</li> </ul>	<p>- Include an action in Appendix 8 to consider a route in the event that the area is redeveloped as part of town centre regeneration.</p>
	<p><b>4) Comments Re Actions</b></p> <ul style="list-style-type: none"> <li>• Missing action: One key issue identified is “there are no cross boundary routes to Buckinghamshire...”. All actions detailed in the scheme fail to attempt to address this key issue. We feel that this is a key issue and would like a proposal to address this key issue.</li> </ul>	<p>- No change - any route into Buckinghamshire would be dependent upon widening existing bridges / constructing new bridges across the Thames. There would not be a strong enough business case to do this solely for cyclists, so it would have to be considered as part of a larger scheme.</p>
	<ul style="list-style-type: none"> <li>• Missing action: We appreciate that shared use paths are a practical solution to enabling cost effective cycle routes to be included. One key risk with these is the right of way for the cyclist when crossing a road turning, for example the Homebase car park on Stafferton Way (we can provide a list of examples if required). Cars entering/exiting can pull in/out in front of the cyclist. In London key cycle paths are granted right of way in these example to ensure safe access and minimising the need to stop/dismount at these pinch points. We would like the strategy to include introducing these cycle rights of way at specific high risk, high traffic points, for example on Stafferton Way. We appreciate this would not be appropriate in all cases.</li> </ul>	<p>- No change - there is already a commitment to provide cyclists with priority across side roads and accesses where appropriate.</p>
	<ul style="list-style-type: none"> <li>• Action 2: The detailed audit of key routes should incorporate a timeframe, for example within 12 months of adoption the key routes must be identified.</li> </ul>	<p>- Amend action to include the proposed timescale.</p>

	<p>• Action 9: Use of Subway at Sainsbury's - There are a number of other subways (such as Bad Godesburg Way and High Town Road). We would like further commitment to the extension of granting cyclist permission to cycle through these following a successful trial of the Sainsbury's cycle route. In Appendix 8 under existing cycling activity, the strategy states "It should also be noted that there is significant illegal use of the subways at Bad Godesburg Way, High Town Road and Sainsbury's", indicating proven demand for these routes. It is our opinion that these subways are sufficiently wide to allow the shared use of both pedestrian and cyclists as a safe and efficient means to cross these major roads. We have knowledge of a number of cases in London where similar schemes have been successfully implemented and would be happy to provide further examples to aid planning for the trial/implementation.</p>	<p>- No change - the Sainsbury's subway is the widest in the town centre. Higher quality surface or bridge level crossings should be pursued in preference to encouraging cyclists and pedestrians to share sub-standard facilities.</p>
	<p>• Action 10: Cycle safety scheme at A308/ Shopperhangers road roundabout - We would welcome the extension of this review westwards to include the connectivity of route 4 from the cycle path via Ludlow road through to Stafferton Way. The current route requires cyclists to join the main carriageway at the intersection of Ludlow Road and Shopperhangers Road. As a consequence this requires dismount to cross the current A308 layout, and must be incorporated within any review of this section.</p>	<p>- Include an action in Appendix 8 to improve the Ludlow Road / Shopperhangers Road junction.</p>
	<p>• Action 13: cycle route between Furze Platt and Cranbrook drive - This short extension has ££ marked alongside the scheme, which seems disproportionately high.</p>	<p>- No change - the ££ sign reflects schemes that are likely to be in the £10,000 to £99,000 range.</p>
	<p>• Missing action: An action should be included to ensure all new developments of leisure/shopping facilities and schools include sufficient cycle parking. A number of the key issues identified listed insufficient parking at local shop/leisure facilities.</p>	<p>- No change - this is already dealt with in the Cycle Parking section of the strategy (paragraph 6.13).</p>

Name	Comments	Proposed Response
Steven Shepherd	<p>I have responded to the consultation via the surveymonkey but I wanted to also email my thoughts directly.</p> <p>I have attended a cycle forum (I would love to have gone to more but Childcare commitments have prevented this) so I missed the October forum where this was presented. I would have liked to have been there to offer my feedback and hear what others had said.</p>	-
	Onto the Strategy. It is well written and obviously a lot of work and research has gone into writing it. It starts off very well, it ticks all the right boxes, certainly the Vision and Aims in section 5 are exactly what I believe. I think the Objectives could be a bit more ambitious but I guess you want to make it achievable. Unfortunately, I don't think the Action Plan (Section 6 onward) quite lives up to the Vision.	- Revise the objective for increasing cycling trips to 20% and revise the objective for reducing cyclist casualties to 20%.
	The plan begins by stating that fears over safety are a major barrier - 100% agree. Cycle routes should be safe, continuous, direct - 100% agree.	-
	<p>It then goes on to say that you will:            Develop routes suitable for cycling which connect residential areas with key destinations            Give cyclists priority where possible            Improve traffic conditions            Introduce 20mph zones.</p> <p>I'm in, you've got me hooked.</p>	-
	But then I read the action plans for each area, and I don't see this. In addition to new routes, existing routes are used. There is no mention of upgrading these (in line with those improvements listed above). The new routes don't say anything about segregation (or none that I can see). With the exception of suggesting bikability training (more of the same) to schools, you don't suggest 20mph zones. Hardly any of the areas listed have routes to/from schools. There is no mention of filtered permeability - what else would 'improve traffic conditions' mean? Speed bumps - no thank you.	- Include actions within the Windsor and Maidenhead & Cox Green Area Profiles to investigate opportunities for filtered permeability.
	I live in Windsor so I obviously have a bias towards that area. The action plan consists of adding some additional parking and a couple of new crossings. That's it. How exactly will this increase cycle trips by 15%?	- No change - Windsor represents a challenging environment in which to deliver new cycle routes due to the lack of highway land and limited number of through routes. The plan will be reviewed annually, so if new schemes are identified, then they can be added later.

	<p>I don't get it, you know what to do (you even write it in your Vision). You know how to achieve this (look at Holland/Denmark). So why not implement it? All I can assume is that in reality, when push comes to shove, politics takes over. Which politician would have the nerve to say they are serious about this and that means re-allocating space from cars? None. They'd never get elected in the first place. They are paying lip-service to these strategies but really they just hope that technology will help (electric and driverless cars). Either that or they are just burying their head in the sand...</p>	-
	<p>Why do I say this? Look at the recent news about parking - RBWM are actively promoting car journeys to Maidenhead and Windsor town centres. You want more parking. More car journeys - not less. It's only temporary they say - until what? What exactly are you hoping is going to happen?</p>	-
	<p>Please don't think I am being overly negative, I would love for this to be a success. I just can't see how it will be with the measures outlined in the strategy.</p>	-
	<p>Just a quick thought on 'schemes' - and how I would like things to work in Windsor. See the map I've linked to for a few thoughts.  <a href="https://drive.google.com/open?id=10w2gfUdYE68NrInPwE4AQzIJHLI&amp;usp=sharing">https://drive.google.com/open?id=10w2gfUdYE68NrInPwE4AQzIJHLI&amp;usp=sharing</a></p> <p>This includes some bigger schemes but obviously a broader network is what is required. I haven't included all roads and ideas on this yet</p> <p>My thought processes:</p> <ul style="list-style-type: none"> <li>• Schools would be on 20 mph roads (they might already be covered by the blanket coverage - more on that later)</li> <li>• Those roads with schools on should have segregation of some sorts - either soft (like armadillos or planters) or proper kerb style if the road will have more traffic</li> <li>• All residential roads will be 20 mph</li> <li>• Where possible (I have identified some) there should not be residential through roads (unless impossible). Filtered permeability, gates, bollards - whatever method should be used to slow down cars, and encourage cycling/walking for residents (not ran-runners)</li> <li>• When required (40 mph and above) there should be total segregation (Windsor to Ascot and Maidenhead routes)</li> <li>• It goes without saying that priority should be given to bikes over side roads</li> </ul> <p>None of the above includes share use - I don't like it but it could be used sparingly</p>	<p>- No change - Nearly all schools in Windsor are already covered by permanent 20 mph speed limits or advisory 20 mph limits that apply at the start and end of the school day.</p> <p>- No change - armadillos cannot be used where there are side accesses or on-street parking and the carriageway needs to be a minimum of 9m wide, which precludes the majority of roads in Windsor.</p> <p>- No change - there are no plans for blanket 20 mph in residential areas at this time.</p> <p>- Include actions within the Windsor and Maidenhead &amp; Cox Green Area Profiles to investigate opportunities for filtered permeability.</p> <p>- No change - there is not sufficient space to be able to achieve full segregation on the Windsor to Maidenhead route and the Ascot to Windsor route is not achievable within the constraints of available highway land.</p> <p>- No change - the strategy already commits to providing priority over side roads where it is safe to do so.</p>
	<p>I haven't mentioned bike parking/bike sharing/public transport links/park and ride(or cycle) - all that goes hand in hand also.</p>	-

	<p>Windsor to Ascot route through the park (A332) - I propose we call it the Queen Elizabeth II cycleway</p> <p>The other Windsor to Ascot route (B3022) - This could be called the Lego expressway</p> <p>Maidenhead to Windsor route - The Dudley highspeed cycleway</p>	<ul style="list-style-type: none"> <li>- No change - there is no scope to provide cycle routes alongside the A332 since the verges are Crown Estate land.</li> <li>- No change - a route cannot be delivered through the Great Park alongside the B3022, since it would require Crown Estate Land and there are safety issues that cannot be satisfactorily be addressed.</li> <li>- No change - the Maidenhead to Windsor route cannot be widened due to a lack of available highway land.</li> </ul>
	<p>I know what I'm asking for is going to be difficult (near impossible) but I want to aim high. As previously mentioned in other emails. None of what is currently happening in RBWM is actually encouraging active travel. If we really want to get people cycling, walking and more active. If we want to reduce our CO2 emissions. If we want to stop killing people with dirty air. There isn't really a choice - we've got to make the alternatives to using a car more attractive and subsequently using a car less attractive. It's that simple.</p>	-

Name	Comments	Proposed Response
David and Barbara Layzell (residents)	High traffic speed together with regular breaking of speed limits by drivers is the biggest deterrent to cycling.	- No change - the strategy already includes actions to introduce 20 mph speed limits around schools and areas where there are large numbers of cyclists.
	Introduction of enforced 20 mph speed limits on all urban roads other than A roads and motorways will encourage more cyclists and reduce the need for RBWM to spend limited capital on offroad cycle paths. During the day the worst traffic and congestion is the afternoon school pick up time when parents wait in cars near the schools. Suggestions to avoid this are no vehicle waiting times anywhere near schools. Also more pupils cycling to and from school. More provision of secure cycle parking at all schools.	- No change - there are no plans for blanket 20 mph in residential areas at this time.  - No change - school keep clear markings are already provided to help keep school entrances clear. Wider parking restrictions around schools are considered on a case-by-case basis taking account of the particular needs of all stakeholders, including local residents. - No change - paragraph 6.13 includes an action to provide cycle parking at schools.
	More and more train passengers are using cycles to the station due to the cost and availability of car parking. When Crossrail is introduced considerably more secure cycle parking at Maidenhead station will be needed.	- In Appendix 8, acknowledge the shortfall in parking at the station in Section 11 and add an action to provide a secure cycle parking hub at Maidenhead Station to Section 13 - this will be subject to securing funding from the Local Enterprise Partnership for the Station Interchange scheme.
	In order to reduce vehicular traffic in the borough more provision is needed for utility cycling - travel to work, the shops and leisure activities. The provision should include reducing vehicle speeds, providing some off road cycle paths together with adequate secure cycle parking in workplaces, town centres near shops and in leisure areas.	- No change - these are all identified as actions within the strategy.
	On cycle routes using shared use footways, hedges should be regularly cut well back to maximise width and improve safety particularly for younger cyclists.	- No change - paragraph 6.3 includes an action to review and develop maintenance regimes to better consider the needs of cyclists.
	Typical dangerous roads for cyclists with excessive vehicle speeds include All Saints Avenue Maidenhead and Henley Road Maidenhead from A4 roundabout to the A404. As a matter of interest, we saw the results of an accident to a group of cyclists on the Henley Road attended by police and an ambulance at lunchtime on Sunday 13th November.	- No change - there is an existing shared use path on All Saints Avenue. Henley Road is a long, straight road with little in the way of frontage development. As such, the national speed limit applies. This is considered to be appropriate for the conditions. Enforcement of speed limits is a matter for Thames Valley Police.



# A case for investment

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The River Thames from Datchet to Teddington charts a course through a regional economic powerhouse which is also the largest undefended floodplain in England. The River Thames Scheme is a major programme of flood defences and projects which promises stability and security for the area for generations to come and has already secured more than £250 million in funding. As a local MP and the Prime Minister's Flood Envoy for the Thames Valley, I'm delighted the Government has committed significant funding but further investment is needed.

This booklet highlights the devastating impact of flooding on communities and spells out the ways the scheme will help - making people and their homes safer, keeping businesses, motorways and airports running and protecting our water, electricity and telecommunications supply. I urge you to get behind this vital project to guarantee the future success of our region.

A handwritten signature in blue ink, appearing to read 'Philip Hammond'.

**Rt Hon Philip Hammond MP**  
Member of Parliament for Runnymede and Weybridge  
Secretary of State for Foreign and Commonwealth Affairs

To reduce flood risk to people living and working near the Thames, enhance the resilience of nationally important infrastructure, contribute to a vibrant local economy and maximise the social and environmental value of the river.

#### Benefits of the River Thames Scheme

The River Thames Scheme will:

- reduce flood risk to up to 15,000 residential properties;
- protect 100,000m<sup>2</sup> of commercial floor space;
- reduce flood risk to 50km of local and arterial road network and local railway lines and reduce the risk of disruption to nationally significant transport routes including M3, M4 and M25;
- enhance the resilience of the public sewer network, electricity sub-stations and local schools, and;
- offer a unique opportunity to enhance the landscape along the Thames corridor, and unlock recreation, tourism, leisure and environmental value along this iconic river.

We have secured more than £250 million in funding, but further investment is required from beneficiaries and partners for the scheme to proceed. This document sets out the case for investment in the River Thames Scheme as a key enabling project for the continued growth of this vital economic region.



# economic powerhouse

The River Thames corridor has a vibrant economy and is part of a wider regional economic powerhouse for the United Kingdom. The economy of the Thames Valley is one of the highest performing in the country, producing a significant share of the UK's wealth. The area is a vital transportation corridor, including the M3, M4, M25, and Heathrow Airport, which provides a gateway to the world.

The boroughs and districts impacted by flooding are characterised by high levels of employment and a highly skilled workforce, with a particular focus on knowledge and technology-based industries.

This area is also home to major global businesses including Samsung, British Gas, Shepperton Studios and BUPA, generating thousands of jobs for local residents.

Heathrow Airport had 471,000 flights serving 73.5 million passengers in 2014. Heathrow employs 76,000, and 15% of its total workforce live in the local authorities which are part of the River Thames Scheme. The airport creates £3.3 billion of Gross Value Added per annum, demonstrating the value of the airport to the economy, and the importance of the local workforce in ensuring business continuity at the airport.

The economic outlook for this area is strong. There is significant inward investment and infrastructure planned for the area over the coming decade. The River Thames is an iconic river and a focal point for tourism and recreation activities with a strong visitor economy, which also brings inward investment.

## Natural landscape and heritage

The River Thames corridor is a busy and environmentally valuable landscape which is rich in heritage. It has many nationally important heritage assets such as Windsor, the Magna Carta at Runnymede and Hampton Court. The river is an important ecological corridor and is flanked by green space for those living and working in the south west of London and beyond. A number of lakes in the area have been designated as Special Protection Areas and there are also a number of Sites of Special Scientific Interest, including Thorpe Hay Meadow.



# flood risk in the Thames Valley

Flooding is the primary source of natural disasters in the United Kingdom and the alarming regularity of flooding in recent years is consistent with climate change predictions. Flooding is devastating for individuals, communities, businesses and the local and national economy. It damages homes and businesses, endangers life and affects physical and psychological health. It reduces economic output and causes disruption to commerce, road, rail and other critical infrastructure.

The River Thames Scheme covers one of the largest and most at risk developed but undefended flood plains in England. There have been serious floods in this area over the past 100 years, with a notable extreme flood in 1947. Further large floods occurred in 1968 and in 2003. In January and February 2014 there was prolonged and widespread flooding with approximately 1,000 homes and many businesses affected. Much larger and more frequent floods will be experienced in the future and this will have an

**“Our estimates indicate that the 2013/14 flooding in Surrey cost the local economy in excess of £100 million”**  
Leader of Surrey County Council

even greater impact on communities, infrastructure and the economy. The estimated economic impact of a major flood in this location is currently around £1 billion but damage could be twice as great by 2055 because of the impact of climate change.

A major flood in the area would put almost 15,000 homes and 1,300 commercial properties at risk across six districts and boroughs, with 11,000 employed people potentially affected. There would be widespread disruption on arterial, secondary and local roads, with motorway traffic affected on the M3, M4 and at intersections on the M25. Flooding would disrupt key rail routes and block access to nationally important infrastructure such as Heathrow Airport for employees and passengers. There could be a UK-wide impact because of disruption to motorways and Heathrow. 15 to 20 electricity sub-stations would be affected and there are risks of flooding to the public sewer network including disruption to households who may have toilet use restricted during a flood. The River Thames is slow to rise and fall and it takes weeks for flood water in this area to dissipate, prolonging the devastation to local communities.



# the scheme



# the scheme

The River Thames Scheme (Datchet to Teddington) is a programme of projects and investment to reduce flood risk in communities near Heathrow, including: Datchet, Wraysbury, Egham, Staines-upon-Thames, Chertsey, Shepperton, Sunbury, Kingston and Teddington. It is being developed and promoted by eight risk management authorities working in partnership, with the Environment Agency acting as the lead authority. The partners are Environment Agency, Elmbridge Borough Council, Royal Borough of Kingston upon Thames, London Borough of Richmond upon Thames, Runnymede Borough Council, Spelthorne Borough Council, Surrey County Council, Royal Borough of Windsor and Maidenhead, Enterprise M3 Local Enterprise Partnership, Thames Valley Berkshire Local Enterprise Partnership, Thames Regional Flood and Coastal Committee and Thames Water.

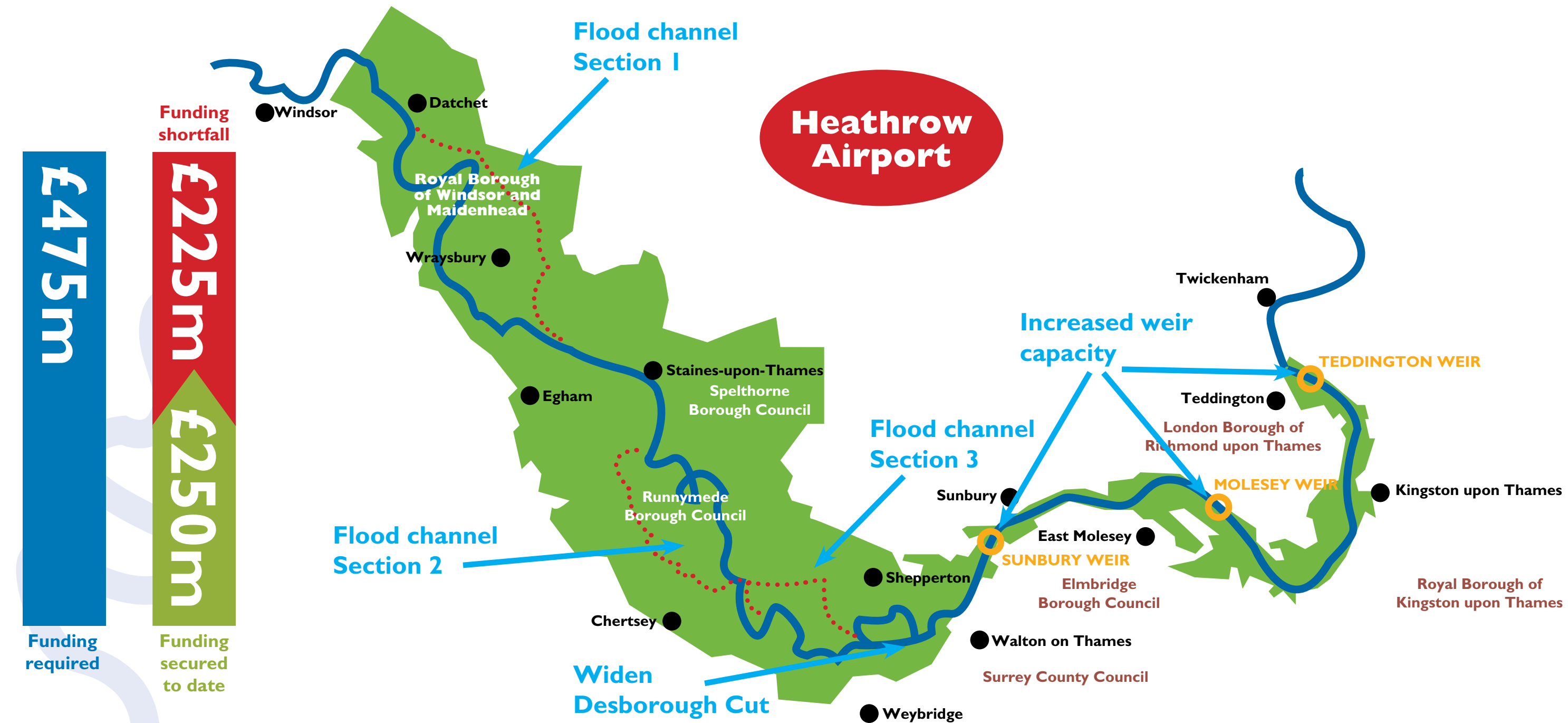
The vision for the River Thames Scheme has been developed to deliver flood alleviation in order to create safe and sustainable communities that can live with the river, whilst growing the local economy, and continuing to make a significant contribution to the national economy.

The scheme consists of a combination of measures to reduce both the probability and consequences of flooding. Elements of the scheme are listed below:

- large scale engineering work to construct a new flood channel between 30 to 60 metres wide and 17 kilometres long, built in three sections;
- improvements to three of the existing weirs on the River Thames;
- installation of property level products to hundreds of homes to make them more resistant to flooding;
- improved flood incident response plans, and;
- working with communities to raise flood awareness and support them in flood preparedness, response and recovery.

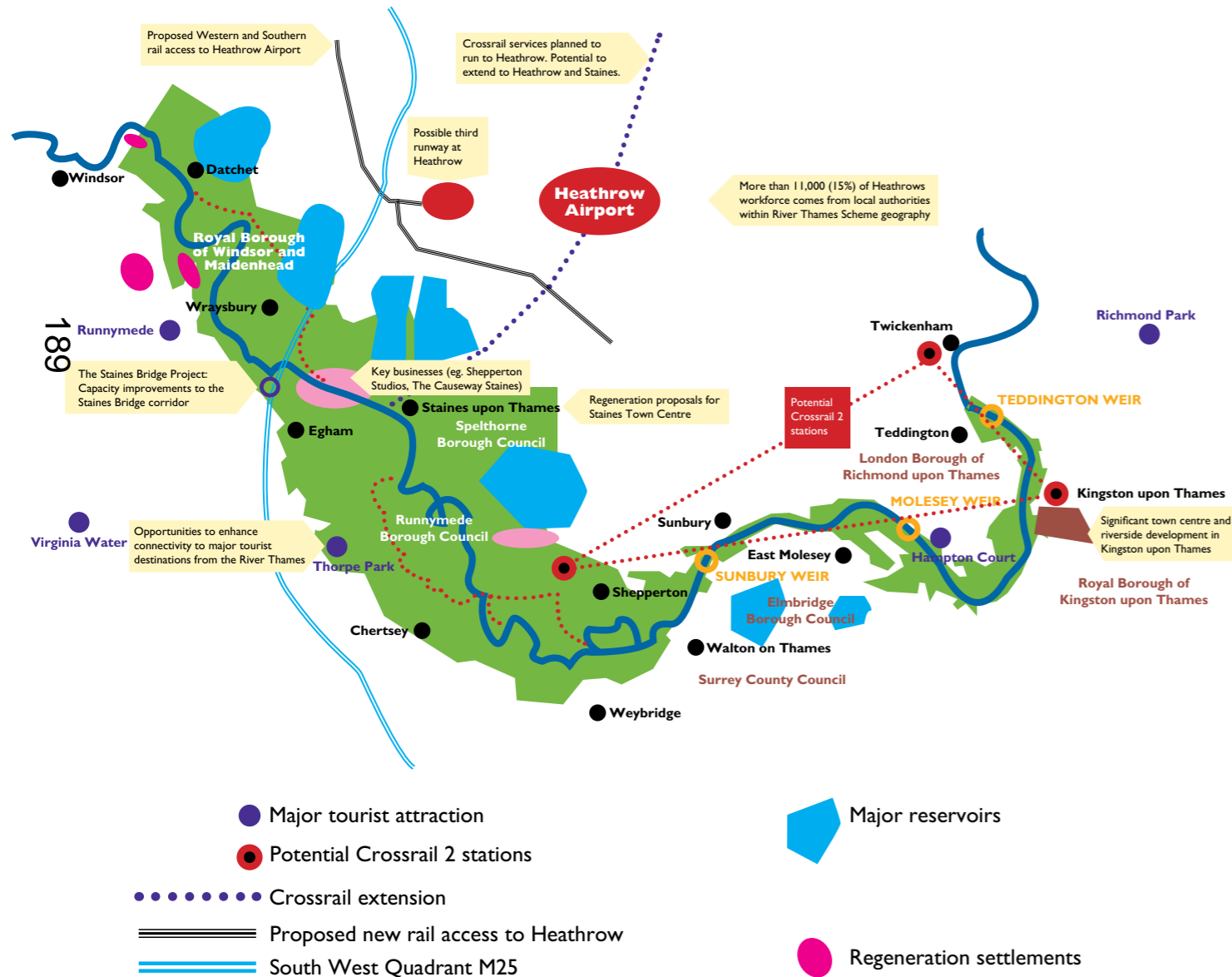
## Scheme costs

The River Thames Scheme is expected to cost in the region of £475 million to construct. Currently, more than £250 million has been secured towards the construction, and we are seeking investment partners to provide funding contributions to realise the scheme and unlock the social, economic and environmental benefits.



- Protecting our communities**
  - Reducing flood risk and insurance costs
  - Making people and their homes safe
  - Protecting our water, electricity and telecommunications supply
- Securing our economy**
  - Keeping businesses running
  - Keeping motorways and airports running
  - Communities thriving
  - Encouraging new investment
  - Reducing potential severance of access to Heathrow
  - Encouraging new businesses
- Enhancing our Thames**
  - New opportunities for tourism, recreation, leisure and sport
  - Improving access to the river
  - Improving landscape and habitats

# economic opportunities



This map considers the River Thames Scheme in light of the wider economic opportunities. The scheme forms part of the required inward investment in infrastructure to maximise economic growth. There are economic opportunities directly linked to the scheme and others which tap into wider infrastructure projects planned for the area. These include significant investment in road infrastructure by Surrey County Council and Highways England as well as the proposed southern and western rail access to Heathrow Airport and Crossrail 2.

There is regeneration planned for towns including Staines-upon-Thames, Kingston upon Thames, Windsor, Wraysbury and Old Windsor. They will all benefit from the reduction in flood risk as a result of the River Thames Scheme, which will further add to the attractiveness of the River Thames corridor for inward investment and economic growth.

The scheme will offer enhanced recreation opportunities along the River Thames and could improve visitor access to tourist attractions such as Windsor Castle, Hampton Court, Thorpe Park, Legoland, and Virginia Water.

# the case for investment

The River Thames Scheme will reduce flood risk to thousands of people living and working in the River Thames corridor from Datchet to Teddington. Nearly 15,000 properties will experience a reduction in their current level of flood risk. In addition, the River Thames Scheme will reduce the risks to life posed by major flooding, reduce anxiety, stress and health impacts caused by flooding, and, reduce the costs for organisations in responding to, and recovering from, a flood incident.

The scheme will also protect nearly 100,000m<sup>2</sup> of commercial floor space which is at risk during a major flood incident. Flooding can lead to cessation of business operations, resulting in loss of income to inundated businesses and associated impacts on their supply chains. Business downtime due to flooding has a significant impact on local economies. The scheme will result in more than £100 million benefit to the local economy in Gross Valued Added terms, as documented in the River Thames Scheme funding strategy.

The resilience of critical infrastructure will be enhanced.

The road network in the River Thames corridor is heavily congested, which has been identified as a threat to economic growth. The River Thames Scheme will reduce flood risk to more than 50km of the local and arterial road network which will significantly reduce the repair costs associated with flooding and the major disruption it causes. The scheme will also reduce the risk of delays on the M3, M4 and M25 due to flooding, and reduce the risk of access to Heathrow Airport being affected.

Furthermore, the scheme will protect more than 1.75km of the railway line from Windsor to Staines-upon-Thames, which was flooded in 2013/14 causing significant disruption. The scheme will also enhance the resilience of the public sewer network, electricity sub-stations and local schools.

The scheme will be an enabler for sustainable development and economic growth. Since flooding from the River Thames impacts the local economy the scheme has been identified as strategic cross-Local Enterprise Partnership infrastructure. Delivering this scheme is therefore important for the continued growth of the local and regional economy.

The scheme offers an opportunity to enhance the landscape around the River Thames and unlock recreation and amenity benefits. The scheme can deliver hundreds of hectares of new and restored habitats, deliver new and restored recreational opportunities, re-shape the River Thames landscape and deliver heritage improvements in this nationally important location.

The flood channel will provide opportunities for new footpaths, cycle/bridleways and other leisure facilities. There will be other opportunities for commercial operators to create new recreational activities. There could be new habitats such as reed beds and wet woodlands, improving the connectivity of habitats, improving fisheries, and enhancing some of the lakes along the River Thames corridor.



# case studies

## Impact of 2013/14 flooding on businesses

The winter flooding of 2013/14 from the Rivers Thames, Wey and Blackwater had a significant impact on businesses in Surrey, in particular. Surrey County Council have estimated that in Elmbridge, Runnymede and Spelthorne more than 120 businesses were directly flooded and suffered direct damage and loss to premises, equipment and/or stock and were unable to trade normally as a result of flooding. At least a further 150 were indirectly affected due to limited access to their premises or restricted access to customers or suppliers, incurring a significant loss of trade. Across the whole of Surrey it was estimated that the winter flooding of 2013/14 had a financial impact on businesses of £15 to £24 million.



## Staines-upon-Thames

Staines-upon-Thames is a good illustration of the synergies between the River Thames Scheme and economic development opportunities. The Enterprise M3 LEP economic plan recognises the town as having “latent economic potential, which currently experiences barriers to growth that impacts on the overall performance of the Enterprise M3 area”. The Strategic Economic Plan recognises the need to invest in transport infrastructure in Staines-upon-Thames, and the key role of regenerating the town centre. Spelthorne Borough Council has identified opportunities to improve the commercial and retail floorspace in Staines-upon-Thames, focusing on the town centre and the Elmsleigh retail centre. The River Thames Scheme will reduce flood risk to Staines-upon-Thames, including access to the town, which will further add to the attractiveness of Staines-upon-Thames for development and economic growth.

New habitats such as reed beds and wet woodlands, improving the connectivity of habitats, improving fisheries, and enhancing some of the lakes along the River Thames corridor.

This booklet has been produced by the following partners:

- The Environment Agency
- Surrey County Council
- Enterprise M3 Local Enterprise Partnership
- Thames Valley Berkshire Local Enterprise Partnership
- Royal Borough of Windsor and Maidenhead
- Elmbridge Borough Council
- Spelthorne Borough Council
- Runnymede Borough Council
- Thames Water Utilities Limited
- Royal Borough of Kingston upon Thames
- London Borough of Richmond upon Thames
- Thames Regional Flood and Coastal Committee

For further information on the River Thames Scheme contact the Environment Agency:

Email: [rts@environment-agency.gov.uk](mailto:rts@environment-agency.gov.uk)



@ThamesScheme



River Thames Scheme

[www.gov.uk/riverthamesscheme](http://www.gov.uk/riverthamesscheme)



Report Title:	River Thames Scheme - Funding
Contains Confidential or Exempt Information?	NO - Part I
Member reporting:	Cllr Dudley, Leader of the Council
Meeting and Date:	Cabinet Regeneration Sub-Committee: 26 September 2017
Responsible Officer(s):	Andy Jeffs, Executive Director
Wards affected:	All

## REPORT SUMMARY

1. The River Thames Scheme is a major infrastructure project led by the Environment Agency providing flood protection for 15,000 homes and businesses, of which 2,300 properties are in the Royal Borough, road, rail and utility infrastructure between Datchet and Teddington.
2. This report recommends consideration of a future funding commitment to assist in delivering the project, thereby protecting residents, business and visitors from the impact of flooding.
3. The financial implications of delivering the recommendations are £10m capital funding over four years from 2020/21 and the introduction of a flood levy on Council Tax generating up to £500,000 annually.

## 1. DETAILS OF RECOMMENDATION(S)

**RECOMMENDATION:** That Cabinet Regeneration Sub-Committee recommends to Council that:

- i) **£10m, spilt over four years, is added to the capital programme commencing 2020/21 (subject to delivery of the full scheme).**
- ii) **There is an agreement in principle of paying a flood levy of up to £500,000 per annum to the Environment Agency as a contribution to the operating and maintenance costs (subject to new legislation being enacted to make provision for this)**
- iii) **If recommendation (ii) is approved a delegation to the Head of Finance in conjunction with the Lead Member for Finance to develop and introduce a flood levy be approved**

## 2. REASON(S) FOR RECOMMENDATION(S) AND OPTIONS CONSIDERED

- 2.1 Cabinet and Council considered a report in March and April 2015 respectively and affirmed partnership support for the River Thames Scheme and approved capital annual funding of £285,000 for a four year period commencing in 2015/16.

2.2 The River Thames Scheme project, see Appendix A, is lead by the Environment Agency in partnership with:

- Elmbridge Borough Council
- Royal Borough of Kingston upon Thames
- London Borough of Richmond upon Thames
- Royal Borough of Windsor and Maidenhead
- Runnymede Borough Council
- Spelthorne Borough Council
- Surrey County Council
- Department for Environment Food and Rural Affairs (Defra)
- Thames Water
- Thames Regional Flood & Coastal Committee

2.3 The scheme is estimated to cost £476 million for the design and construction phase with funding of £248 million secured to date. Therefore, the scheme currently has a funding gap of £228 million. A cost / benefit exercise is currently underway with updated costs expected in October 2017 - overall scheme costs are likely to significantly increase further.

2.4 All partners are committed to working collectively to reduce costs and identify funding sources to enable delivery of the full scheme, which will reduce risk of flooding and the devastating impact of flooding.

2.5 A major flood is likely to impact up to 15,000 homes; up to 1,300 commercial properties; roads including the M25 – junction 13; rail network and utility infrastructure including electricity sub-stations and water abstraction points providing drinking water between Datchet and Teddington.

2.6 In 2014 around 1,000 homes and many businesses were affected by flooding – approximately 150 properties and many businesses were in the Royal Borough with 40 homes left empty after the flood event requiring building work. In addition the rail link between Windsor & Eton Riverside and Staines was closed as were parts of the road network including the link between Old Windsor and Staines at Runnymede with in excess of 100,000 sandbags distributed.

2.7 The Royal Borough is a committed partner to the scheme and is keen to see the project delivered and the benefits realised. In order to assist the scheme and demonstrate tangible support and unlock wider funding support the recommendations in this paper are before Cabinet.

2.8 It is envisaged that successful delivery of the regeneration programme will realise future capital receipts which can be reinvested, including this project, to directly benefit residents, business and visitors.

**Table 1: Option summary**

Option	Comments
Strengthen support for the project, investing £10m capital funding and the payment of a flood levy estimated to be up to £500,000 per annum as a contribution to the operating and	This option is recommended as it will improve deliverability, directly benefiting residents, business and visitors.

Option	Comments
<p>maintenance costs (Subject to new legislation being enacted to make provision for this)</p> <p><b>The recommended option</b></p>	
<p>Continue as an active partner of the project without committing further funding</p> <p>Not the recommended option</p>	<p>This option will reduce the probability of the scheme being delivered as there will be no contribution to reduce the funding gap directly or act as match matching to secure alternative funding sources</p>
<p>Develop an alternative strategy and flood protection programme for the Royal Borough.</p> <p>Not the recommended option</p>	<p>The overall project offers significant flood protection between Datchet and Teddington and has attracted significant funding and resource from partners to create a viable scheme.</p> <p>An alternative strategy for the Royal Borough may be more challenging in terms of finance and deliverability</p>
<p>Tolerate the current situation and implement minor local flood prevention measures only.</p> <p>Not the recommended option</p>	<p>Recent flood events had a huge impact on communities within the Royal Borough. Tolerating this impact and implementing minor local measures is not considered acceptable</p>

### 3. KEY IMPLICATIONS

3.1 Key Implications of the recommendations are set out in Table 2.

**Table 2: Key implications**

Outcome	Unmet	Met	Exceeded	Significantly Exceeded	Date of delivery
Operation of flood channels commenced by:	Beyond 31 March 2026	1 January to 31 March 2026	1 August to 31 December 2025	Before 1 August 2025	31 March 2026

### 4. FINANCIAL DETAILS / VALUE FOR MONEY

4.1 Financial implications are detailed in table 3.

**Table 3: Financial impact**

REVENUE (£000s)	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24
Addition	0	0	500	500	500	500
Income*	0	0	0	0	0	0
Net impact	0	0	500	500	500	500

<b>CAPITAL (£000s)</b>	<b>2018/19</b>	<b>2019/20</b>	<b>2020/21</b>	<b>2021/22</b>	<b>2022/23</b>	<b>2023/24</b>
Addition	0	0	2,500	2,500	2,500	2,500
Reduction	0	0	0	0	0	0
Net impact	0	0	2,500	2,500	2,500	2,500

Notes\*:

- Additional revenue to be generated for flood levy
- The indicative cost per household of a £500,000 levy would be £7.39 which represents a council tax increase of 0.8%.

4.2 Funding of £285,000 per annum forms part of the approved capital programme for this project for 2016/17; 2017/18; 2018/19 and 2019/20 as the Royal Boroughs contribution to scheme development costs.

## 5. LEGAL IMPLICATIONS

- 5.1 A 'Memorandum of Understanding' is in place between the Environment Agency and the Royal Borough pertaining to the development and delivery of this project. This is underpinned by a legal agreement which covers the approved funding contribution for scheme development.
- 5.2 A new legal agreement will be completed to cover the additional funding contribution. In parallel the overarching 'Memorandum of Understanding' will be reviewed and updated as appropriate.
- 5.3 In order to introduce the levy a full review of legislation and current provisions will be undertaken. New legislation may need to be enacted to deliver this commitment.

## 6. RISK MANAGEMENT

**Table 4: Key risks**

<b>Risks</b>	<b>Uncontrolled Risk</b>	<b>Controls</b>	<b>Controlled Risk</b>
The scheme is not delivered despite the additional funding contribution	High	Legal agreement to be completed imposing conditions and safeguards around the funding contribution	Low
Capital receipts from the regeneration are not secured	Medium	Realistic, well managed, robust financial forecasting and scrutiny in place	Medium
The introduction of a flood levy is not deliverable	Medium	Specialist resource allocated to develop and deliver a robust, compliant scheme	Low
The scheme becomes unaffordable and	High	Regular checkpoint reviews and robust governance in place to	Low

<b>Risks</b>	<b>Uncontrolled Risk</b>	<b>Controls</b>	<b>Controlled Risk</b>
undeliverable as the project evolves		minimise the Royal Boroughs exposure	

## 7. POTENTIAL IMPACTS

- 7.1 Reduced flood risk and reduced impact of flooding for up to 15,000 homes and 1,300 commercial premises and essential transport networks and utility infrastructure protected.

## 8. CONSULTATION

- 8.1 This report will be considered by the Highways, Transport and Environment Overview and Scrutiny Panel on 21 September 2017 with comments reported to Cabinet Regeneration Sub Committee and Council for consideration.

## 9. TIMETABLE FOR IMPLEMENTATION

- 9.1 Table 5 shows the stages and deadlines for implementation.

**Table 5: Timetable for implementation**

<b>Date</b>	<b>Details</b>
26 September 2017	Cabinet Regeneration Sub-Committee
26 September 2017	Council
Commencing October 2017	Development of flood levy proposal
1 <sup>st</sup> April 2020	Introduction of flood levy
1 <sup>st</sup> April 2020	Additional capital funding contribution

- 9.2 Implementation date: Immediately, subject to Council Decision

## 10. APPENDICES

- 10.1 Appendix A – River Thames Scheme: A Case for Investment

## 11. BACKGROUND DOCUMENTS:

- \* Cabinet Report (26 March 2015) - River Thames Scheme Update
- \* Council Report (28 April 2015) - River Thames Scheme Update

## 12. CONSULTATION (MANDATORY)

<b>Name of consultee</b>	<b>Post held</b>	<b>Date sent</b>	<b>Commented &amp; returned</b>
Cllr Dudley	Leader of the Council	11/09/17	11/09/17
		13/09/17	13/09/17
Cllr MJ Saunders	Lead Member for Finance	11/09/17	11/09/17

<b>Name of consultee</b>	<b>Post held</b>	<b>Date sent</b>	<b>Commented &amp; returned</b>
Cllr Bicknell	Deputy Leader and Lead Member for Highway & Transport (including Flooding)	11/09/17	11/09/17
Alison Alexander	Managing Director	08/09/17	10/09/17
Russell O'Keefe	Executive Director	08/09/17	
Rob Stubbs	Deputy Director Finance	08/09/17	12/09/17
Andy Jeffs	Executive Director	08/09/17	11/09/17
Richard Bunn	Chief Accountant	08/09/17	08/09/17
David Scott	Head of Highways & Communities	08/09/17	11/09/17

<b>Decision type:</b> Non-key decision	<b>Urgency item?</b> No
Report Author: Ben Smith, Highways, Parks & Countryside Manager	



Report Title:	Update on Pool Cars and Electric Vehicle Charging Points
Contains Confidential or Exempt Information?	NO - Part I
Member reporting:	Cllr Coppinger, Lead Member for Adult Services, Health and Sustainability and Cllr Bicknell, Deputy Leader of the Council and Lead Member for Highways and Transport
Meeting and Date:	Cabinet - 28 September 2017
Responsible Officer(s):	Andy Jeffs, Executive Director
Wards affected:	All

## 1. DETAILS OF RECOMMENDATION(S)

### REPORT SUMMARY

1. This report provides an update and makes recommendations on the pool cars leased by the Royal Borough and Electric Vehicle Charging points.
2. The financial implications of delivering the recommendations are £7,000 revenue, and £10,000 capital budget.

### RECOMMENDATION: That Cabinet notes the report and:

- i) **Delegates authority to the Executive Director in conjunction with the Lead Member for Adult Services, Health and Sustainability, and the Deputy Leader of the Council and the Lead Member for Highways and Transport to:**
  - a. **procure a new electric / hybrid pool car fleet of up to 10 cars**
  - b. **recommend to Employment Panel that new travel policies seeking to increase pool car use are adopted and embedded**
  - c. **identify a partner and develop a 'pilot' car club scheme**
  - d. **develop an on-street electric vehicle charging programme; consult with Ward Members; seek grant funding; procure a supplier and install**

## 2. REASON(S) FOR RECOMMENDATION(S) AND OPTIONS CONSIDERED

- 2.1 Cabinet considered a report on 27 April 2017 entitled ***'Pool and Mayoral Cars and the introduction of Electric Vehicle Points'***. Cabinet resolved to:

- i) Delegate authority to the Interim Executive Director in conjunction with the Lead Member for Adult Services, Health and Sustainability, and the Deputy Leader of the Council and the Lead Member for Highways and Transport to:*
- a. Terminate the existing pool car fleet at the end of the second year of the three year lease.*
  - b. Carry out a review of the current mileage policy.*
  - c. Procure a new electric/hybrid Mayoral car during 2018/19.*
  - d. Assess the demand, identify suitable locations and install 10 on-street electric vehicle charging points.*
  - e. Report to Cabinet in six months on a progress of work and future electric/hybrid pool cars.*

2.2 This report offers an update and recommends a way forward for pool cars and electric vehicle charging points.

### **Pool Cars**

- 2.3 The Royal Borough currently has a fleet of 13-petrol powered Mini pool cars.
- 2.4 The original business case was based on:
- Each vehicle undertaking 10,000 miles a year. This level of usage offered efficiencies over existing mileage costs incurred by the council through the travel policy in relation to the use of Officers own cars for business mileage.
  - The pool car scheme being developed into a 'Car Club' allowing registered members of the public use at weekends, subject to establishing a successful scheme internally.
- 2.5 Following Cabinet resolution, the operator has been advised that existing vehicle leases will be terminated on the lease anniversary in January 2018 while options are considered to convert to an electric / hybrid pool car fleet and review the position on the 'Car Club' aspiration.
- 2.6 In parallel, the Royal Borough's Senior Leadership Team recommended a series of measures seeking to maximise the use of pool cars, thereby maximising value. Due recognition was given to the new operating models across the authority and the reduction in directly employed staff.
- 2.7 A review of the pool car scheme has been undertaken and it is recommended that:
- A new pool car scheme utilising the existing management and booking system with a reduced fleet of up to 10 vehicles\* be introduced from January 2018
  - New electric / hybrid vehicles be leased with effect from January 2018 (the exact mix of these two options still to be finalised)
  - New staff travel policies and practices be adopted, to include:
    - Simplified registration process.
    - Relaunch the pool car scheme to existing mileage claimants
    - Require all existing mileage claimants to register as a pool car user
    - Send all new employees pool car information as part of their welcome pack
    - Require all mileage claimants to declare when they submit a mileage claim that a pool car was not available for all the journeys claimed



- Every quarter require managers to review the mileage claimed by their team to confirm best use of pool cars.
- For high mileage claimants (>1200 per month) set a 20% target to reduce their business mileage claims through the use of pool cars.
- A 'Car Club' partner be identified and a 'pilot' scheme be established

(\*the exact number of vehicles will be established taking into account the impact of the recommended new travel policies and seeking a cost neutral position)

2.8 The benefits of the recommended approach are:

- The Authority will become an exemplar employer encouraging and promoting the use of electric and hybrid vehicles – leading by example
- Increased use of the pool car scheme will maximise financial and environmental benefits
- A reduced fleet reflects a smaller directly employed staff base whilst retaining the opportunity to introduce a 'car club' scheme.
- An innovative 'car club' approach would make the pool cars available to residents in the evenings and at weekends. Not only would this help to improve the utilisation of the vehicles, but it would also help to reduce the need for car ownership amongst residents living in the town centre where the cars are based. It is recommended that a development partner be identified to launch a 'pilot' scheme as part of new build residential development linked to the regenerations programme

### **Electric vehicle charging points**

2.9 Electric vehicle charging points are currently available in Hines Meadow car park and a project is in progress to install new points in the car parks at Windsor Leisure Centre; Braywick and Stafferton Way. New developments, including the new leisure centre at Braywick Park will also include electric charging points and will be future-proofed for further future expansion.

2.10 Government grant funding is available for residents to install electric charging points at their home subject to having dedicated off-street parking or a garage.

2.11 In January 2017 the On-Street Residential Grant Scheme was launched, with £2.5 million of funding available to local authorities to enable them to provide charge points for residential properties that do not have access to off-street parking.

2.12 Requests to date have been received for on-street points in Frances Road, Elm Road, Wood Close, Clarence Crescent, Windsor; Tangier Lane, Eton and Lynton Green, Maidenhead.

2.13 It is recommended that:

- Consultation be undertaken with Ward Members on each on the requested locations to consider the principle and final details for installing charging point in these locations
- Launch a public consultation to understand what level of demand and where this demand is located
- Develop and submit a bid for grant funding
- Install on-street charging points

2.14 The benefits of the recommended approach are:

- Responding to resident requests
- Assisting and encouraging the use of electric vehicles
- Demonstrating a commitment to electric vehicles in the longer-term through an ongoing programme of new on-street locations following consultation in a manner that will not create complaints about private car parking spaces in on street locations when the number of electric vehicles is still relatively low.

2.15 Section 10 of this report (Background Information) offers further detail on pool cars and electric vehicle charging points.

**Table 1: Option summary**

Option	Comments
<b>Pool Cars</b>	
1. Retain existing vehicle fleet and do not convert to electric vehicles. <b>Not the recommended option</b>	This option is not recommended as it delivers no sustainability benefits.
2. Terminate the pool car scheme and offer no replacement <b>Not the recommended option</b>	This option is not recommended as it delivers no sustainability benefits and removes the option to introduce a car club scheme
3. Reduce the pool car fleet; convert to electric / hybrid vehicles; introduce new staff travel policies and develop a 'car club' scheme <b>The recommended option</b>	This option is recommended as it delivers sustainability benefits; improves the business case for pool cars and enables the authority to lead by example
<b>Electric Vehicle Charging Points</b>	
4. Assess each requested location; consult with Ward Members; seek grant funding and install on-street charging points.  Launch a public consultation to develop a longer-term programme <b>The recommended option</b>	This option is recommended as it promotes and supports the use of electric vehicles delivering sustainability benefits and is responsive to residents.
5. Install no electric vehicle charging points and allow the market to develop through domestic and commercial installations. <b>Not the recommended option</b>	This option is not recommended as the promotion and support for electric vehicles may be reduced.

### 3. KEY IMPLICATIONS

3.1 Key Implications of the recommendations are set out in Table 2.

**Table 2: Key implications**

Outcome	Unmet	Met	Exceeded	Significantly Exceeded	Date of delivery
<b>Pool Cars</b>					
Vehicle mileage increases.	Mileage decreases	0 – 30%	31 – 40%	➤ 40%	30/09/18
<b>Electric Vehicle Charging Points</b>					
Implement 10 on-street charging points.	No points implemented	10	11 – 20	➤ 20	31/03/17

### 4. FINANCIAL DETAILS / VALUE FOR MONEY

#### Pool cars

4.1 Financial implications are detailed in table 3 and summarised in table 4.

**Table 3: Financial details**

Description	Costs	Costs
<b>REVENUE</b>		
Early termination of existing leases		£4,000
Removal of current vehicle lease costs (£4k X 13)	£(52,000)	
New electric vehicle lease costs (£6k X 10)	£60,000	
Fuel cost reduction	£(5,000)	
Net increased cost for electric vehicles		£3,000
		<b>£7,000</b>
<b>CAPITAL</b>		
Installation of 6 fast-charge charging points		£10,000

Revenue cost in 2017/18 expected to be £5,000 (lease termination plus part year effect of change of vehicle fleet)

**Table 4: Financial impact of report's recommendations**

REVENUE	2017/18	2018/19	2019/20
Addition	£5,000	£2,000	£0
Reduction	£0	£0	£0
Net impact	£5,000	£2,000	£0

<b>CAPITAL</b>	2017/18	2018/19	2019/20
Addition	£10,000	£0	£0
Reduction	£0	£0	£0
Net impact	£10,000	£0	£0

### **On-street electric vehicle charging points**

- 4.3 There is zero cost to the Royal Borough to install and operate the on-street electric vehicle charging point programme as grant funding of 75% may be secured and suppliers have offered to fund the residual installation costs in return for the ongoing revenue stream.
- 4.4 If grant funding is unsuccessful, a bid for capital funding will be submitted to Members for consideration.

Indicative installation costs for each charging point are £5,000 for each location. The revenue income from the electricity used needs to be confirmed.

## **5. LEGAL IMPLICATIONS**

- 5.1 Procurement of any new pool vehicles and electric charging points will be fully compliant and secured in accordance with legal requirements.
- 5.2 'Alphacity' currently deliver the pool car scheme which includes vehicles and the booking system. An electric vehicle option is available which will be explored. In parallel market testing will be undertaken to ensure value for money and legal compliance.
- 5.3 To secure grant funding for Charge Points, the bid must demonstrate that value for money has been achieved. Therefore, quotations or an open tender will be secured to ensure that the most cost effective solution is procured.

## **6. RISK MANAGEMENT**

**Table 4: Key Risks associated with recommendations**

<b>Risks</b>	<b>Uncontrolled Risk</b>	<b>Controls</b>	<b>Controlled Risk</b>
Increased use of pool cars not achieved	High	New policies and practices introduced and embedded	Medium
Car Club scheme is not deliverable	Medium	Business case; consultation and securing a development will be completed prior to introduction	Low
Usage of electric vehicle charging points is low	High	Business case and consultation	Medium

<b>Risks</b>	<b>Uncontrolled Risk</b>	<b>Controls</b>	<b>Controlled Risk</b>
impacting on financial viability		to be developed prior to installation	
Creating dedicated on-street bays which are under or unused will remove valuable on street parking provision.	High	Identify suitable locations and use policies to minimise non use	Medium

## 7. POTENTIAL IMPACTS

- 7.1 Installation of electric / hybrid pool cars and on-street electric vehicle charging points will promote use of electric vehicles delivering for sustainability benefits and improvements in choice for residents.

## 8. CONSULTATION

- 8.1 This report will be considered by:
- The Highways & Transport and Corporate Overview and Scrutiny Panels on 21 September with comments reported to Cabinet for consideration.
  - Members of the Sustainability Panel will be invited to comment on the report which will be reported to Cabinet for consideration.
- 8.2 Consultation will be undertaken with Ward Members with respect to the location and final details of on-street charging points.

## 9. TIMETABLE FOR IMPLEMENTATION

- 9.1 Table 5 shows the stages and deadlines for implementation.

**Table 5: Timetable for implementation**

<b>Date</b>	<b>Details</b>
27 April 2017	Cabinet report - <b>complete</b>
28 September 2017	Cabinet Report
31 January 2018	New electric / hybrid pool car fleet to replace existing pool car fleet
1 April 2018	On-Street charging points operational
1 July 2018	'Car Club' launched

- 9.2 Implementation date if not called in: Immediately

## 10. APPENDICES

- 10.1 Appendix A – Pool Cars (Technical Note)

- 10.2 Appendix B – Electric Vehicles Charging Points (Technical Note)

11. **BACKGROUND DOCUMENTS:** None

## 12. CONSULTATION (MANDATORY)

<b>Name of consultee</b>	<b>Post held</b>	<b>Date sent</b>	<b>Commented &amp; returned</b>
Cllr Coppinger	Lead Member for Adult Services, Health and Sustainability	25/08/17	29/08/17 – Report approved. Additional point regarding licensed taxis being explored
Cllr Bicknell	Deputy Leader of the Council and Lead Member for Highways and Transport	25/08/17	07/08/17
Alison Alexander	Managing Director	25/08/17	07/08/17
Russell O’Keefe	Executive Director	25/08/17	07/08/17
Rob Stubbs	Deputy Director Finance	25/08/17	07/08/17
Terry Baldwin	Head of HR	25/08/17	30/08/17
Andy Jeffs	Executive Director	25/08/17	04/09/17
David Scott	Head of Highways & Communities	25/08/17	25/08/17

<b>Decision type:</b> Non-key decision	<b>Urgency item?</b> No
Report Author: Ben Smith, Highways, Parks & Countryside Manager	

**Appendix A**

**Technical Note**

AlphaCity Electric Car Options

The current pool car scheme is operated by AlphaCity. As a subsidiary of BMW Group, the only vehicles it offers are made by BMW and MINI. These have the proprietary software used by the AlphaCity scheme built into the vehicles.

The only electric car currently available through the AlphaCity scheme is the BMW i3. There are two options – one pure electric and a range extender version, which is fitted with a petrol powered generator that charges the battery. An electric version of the MINI is planned, but it is not yet available.

AlphaCity is looking to develop a new service where they can utilise other manufacturers' vehicles (including vans) as part of their pool car schemes. Vehicles would have to be retro-fitted with the necessary equipment to permit keyless access and vehicle tracking as well as allowing remote communication and control. This functionality should be available from mid-2018. They have indicated that RBWM could take part in trials of the new system if this would be of interest.

Electric Car Capabilities

Range anxiety is a significant factor for electric car drivers. Table 1 below provides an analysis of the claimed and real world ranges for some of the most popular electric cars on the market. This shows that most electric cars are capable of making a 100 mile trip on a full charge.

*Table 1: Electric Car Range*

Car	Claimed Range	Real World Range
BMW i3 (electric)	195 miles	124 miles
BMW i3 (hybrid)	288 miles	217 miles
Hyundai Ioniq	174 miles	124 miles

Nissan Leaf (24 kWh)	124 miles	80 miles
Nissan Leaf (30 kWh)	155 miles	120 miles
Renault Zoe (22 kWh)	149 miles	106 miles
Renault Zoe (40 kWh)	250 miles	186 miles

### RBWM Pool Car Fleet Analysis

Table 2 provides an analysis of the monthly mileage statistics for the RBWM pool car fleet. This shows that the average trip length is around 32.5 miles. Even two or three trips of this length per day would be within the capabilities of most electric cars. Also, AlphaCity has indicated that short recharge times can be built into the pool car schedule by leaving up to 1 hour between bookings, which provides added range and peace of mind for users, although it will result in a small reduction in utilisation.

*Table 2: Analysis of RBWM Pool Car Mileage*

Month	Total Mileage	No of Trips	Core			No of	
			Hour Utilisation	Ave Trip Length	Max Trip Length	100+ Mile Trips	% of 100+ Mile Trips
Apr	6,012	195	N//A	30.8	222	5	2.6%
May	6,295	176	N//A	35.8	358	8	4.5%
Jun	7,082	179	N//A	39.6	295	13	7.3%
Jul	6,567	206	N//A	31.8	195	5	2.4%
Aug	6,894	245	N//A	28.0	202	3	1.2%
Sep	7,761	287	N//A	27.0	420	6	2.1%
Oct	8,111	277	N//A	29.3	487	9	3.2%
Nov	7,593	244	N//A	31.1	701	8	3.3%
Dec	5,026	183	23%	27.5	191	3	1.6%
Jan	6,857	249	30%	27.5	262	5	2.0%
Feb	8,924	277	35%	32.2	581	10	3.6%
Mar	11,172	307	30%	36.4	1,122	18	5.9%
Apr	7,116	211	27%	33.7	457	11	5.2%
May	8,611	238	26%	36.2	576	18	7.6%
Jun	8,714	233	31%	37.4	565	17	7.3%



Jul	7,390	209	23%	35.4	532	13	6.2%
<b>Average</b>	<b>7508</b>	<b>232</b>	<b>28%</b>	<b>32.5</b>		<b>10</b>	<b>4.1%</b>
<b>Target*</b>	<b>10,833</b>		<b>40%</b>				

\* Based on an annual mileage of 10,000 miles per year for 13 vehicles

The current contract is based on an assumed mileage of 10,000 miles per annum per vehicle. Based on current trip lengths, a utilisation rate of around 40% is needed to reach the required annual mileage. However, the average utilisation rate is only 28%.

The analysis shows that typically, around 4% of trips are longer than 100 miles, and therefore may exceed the maximum range achievable on a single charge.

Refuelling is an option on longer trips. There is a growing network of publicly accessible charge points, with over 4,700 currently available across the UK. However, these are operated by over 20 different providers, each with their own access protocols, cost models and charge point types.

While some are free to use, others operate on a pay-as-you-charge basis or require a membership subscription. Physical access to the charge point is usually controlled via a smartphone app or RFID card.

The charge points themselves vary significantly in terms of their capabilities and connectivity. The most common types are:

- 3kW slow chargers that take around 8-12 hours for a full charge;
- 7kW fast chargers that take 3-5 hours to deliver a full charge; and
- 50kW rapid chargers that deliver an 80% charge in around 30 minutes.

The above factors coupled with uncertainties about individual charge point availability can make longer journeys more difficult and stressful, particularly for people who do not use electric cars on a regular basis.

Also, staff may occasionally take a pool car home overnight (e.g. after they have been to an evening meeting or if they are starting a journey from home the next day). They may not have the option to charge the vehicle from their property, particularly if they have no off-street parking.

For these reasons, it is recommended that RBWM does not go for a 100% EV pool car fleet and that some alternative provision be made by:

- retaining some petrol powered vehicles on the pool car fleet,
- providing dedicated vehicles for teams that regularly make long trips;  
or
- utilising spot hire as and when required.

#### Car Club

The AlphaCity pool car scheme has the functionality to make the pool car vehicles available to residents in the evenings and at weekends, effectively acting as a car club. Not only would this help to improve the utilisation of the vehicles, but it would also help to reduce the need for car ownership amongst residents living in the town centre where the cars are based.

AlphaCity has indicated that credit card payment functionality can easily be added to the RBWM pool car scheme, which would allow third parties (including residents) to use the vehicles.

The council's insurance and risk manager has been consulted on the implications of insuring the pool cars for use in a car club. He has referred the matter to the council's insurers, who indicated that they would not be prepared to extend cover for usage of the vehicles in a car club under the existing policies, since this usage would not constitute council business.

The insurance companies raised a number of other points, which are summarised below:

- If the car club is used for income generation, then specialist "hire and reward" cover would be required.

- Insurers would want to see procedures in place for licence checks
- Some form of enhanced service/ maintenance regime may be required with more frequent checks and cleaning.

The insurance and risk manager will liaise with the council's insurance broker to see if there is any interest in insuring the car club separately to the existing fleet.

If the scheme were to be opened up for residents to use in the evenings and at weekends, and the vehicles were electric, then they would need to be parked in publicly accessible locations, such as public car parks. Locations such as North Yard behind the town hall would not be suitable.

## Appendix B

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Project:	<b>RBWM Framework - Professional Services (Lot 3)</b>	Job No:	<b>1000003635</b>
Subject:	<b>Electric Vehicle Charge Points</b>		
Prepared by:	<b>Gordon Oliver</b>	Date:	<b>20 July 2017</b>
Approved by:	<b>Paul Chandler</b>	Date:	<b>25 July 2017</b>

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### 1.0 Introduction

At their meeting on 27 April 2017, the Royal Borough's Cabinet resolved to: *'assess the demand, identify suitable locations and install 10 on-street electric vehicle charging points'*.

This note provides advice on the policy, technical and financial aspects and makes a recommendation for how to deliver the resolution.

### 2.0 Government policy and funding

The UK is among 13 international members of the Zero Emissions Vehicle Alliance to sign a commitment to promote cleaner motoring and slash transport emissions. By signing the agreement, the Government will work to ensure all new passenger cars and vans sold in the UK are zero emission, achieving this as quickly as possible, but no later than 2050.

In order to achieve this ambition, they are committed to investing £600 million to support ultra-low emission vehicles in the period 2016/17 to 2020/21. In addition to offering grants that help reduce the purchase price of new plug-in vehicles, the Office for Low Emission Vehicles (OLEV) is offering grants for home, workplace and on-street charge points in residential areas.

### 3.0 Rationale for providing on-street charge points

Department for Transport (DfT) research shows that recharging is the most important factor in putting people off buying an electric vehicle<sup>1</sup>. Concerns include:

- The availability of charge points
- The lack of charge points in their area
- A lack of knowledge about where charge points are located

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<sup>1</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/551446/electric-vehicles-survey-2016.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/551446/electric-vehicles-survey-2016.pdf)

Evidence suggests that the majority of plug-in vehicle owners want to do most of their vehicle charging at home. The availability of affordable and accessible domestic charging options is therefore key to increasing the uptake of plug in vehicle in the UK.

The Electric Vehicle Homecharge scheme allows residents to receive a grant towards the cost of installing a domestic charge points at their homes. In order to be eligible for the grant, they must have dedicated off-street parking in the form of a garage or driveway.

However, many areas of the UK have residential streets where properties have no off-street parking and residents must park on-street. In such cases, charging from home is not an option, since even if residents were able to park outside their own property, they would have to trail cables across the footway.

Provision of on-street charge points will help to address this issue and allow residents without off-road parking to consider plug-in vehicles.

#### **4.0 Funding**

The On-Street Residential Grant Scheme was launched in January 2017, with £2.5 million of funding available to local authorities to enable them to provide charge points for residential properties that do not have access to off-street parking. The funding is available on a first-come-first-served basis.

The grant pays for up to 75% of the capital costs of procuring and installing each charge point (up to a maximum of £7,500).

Capital items that can be funded include:

- The purchase cost of the charging unit
- The purchase cost of electrical components
- The cost of civil engineering works related to the installation
- Labour costs of the installation
- Hardware costs of the installation
- Capital costs of a parking bay and traffic orders (where applicable)

Local authorities can apply for grants to cover the capital costs of multiple charge points up to a maximum value of £100k.

The remaining 25% of the capital cost must be funded through other sources. Initial discussions suggest that suppliers may be willing to cover this, resulting in no net cost to the council.

#### **5.0 Charge point types**

The following charge point types are eligible for funding through the scheme:

- Slow AC (less than 3.5 kW):
  - Currently, this is the most common way of charging an electric vehicle, with some on-street charge points being of this specification, as well as most domestic charge points.
  - A full charge of an electric vehicle typically takes 6 to 8 hours, so it is generally only suitable for overnight charging.
  
- Standard AC (up to 7 kW):
  - 7kW charge points cut charge times in half compared to a slow charger by doubling the available current to 32A.
  - A full charge of an electric vehicle typically takes 3 to 4 hours.
  - Most public and on-street charge points are this type.
  
- Fast AC (up to 23kW) / Fast DC (up to 22kW):
  - These are less common than the standard charge points.
  - They typically use a three phase power supply to deliver 22kW.
  - A full charge of an electric car typically takes 1 to 1.5 hours.
  - These are useful for charging electric vehicles with larger batteries.

Rapid chargers that are capable of charging vehicles in 30-60 minutes are ineligible for funding through this scheme. These are mostly used at motorway service stations or other locations where drivers would want to stop-off on a longer journey and recharge in the shortest possible time.

It should be noted that quoted charge times will increase as car batteries get more powerful in response to consumer demand for increased vehicle range. While batteries of 24 – 30 kWh were standard a few years ago, batteries of 60 kWh or more are starting to become more commonplace. This means that slow chargers will become less useful and relevant in the medium to long-term and so standard or fast chargers should be considered.

Charge points are usually of a free-standing bollard design (although wall-mounted units are also available). They can have a single outlet or twin outlets that allow two cars to be charged simultaneously. OLEV indicates that twin outlet charge points should be provided wherever possible in order to maximise value for money.

Some local authorities have converted street lights to charge points, which have a 3 – 3.5kW output. This has the advantage of minimising street clutter, but these require users to purchase a special cable that provides the metering and communications functionality that are integrated into a standard charge point.

Also, this requires the street light to be located at the front of the footway. Within the Royal Borough, street lights tend to be installed at the rear of the footway, since this maximises the available footway width, so this option may not be viable.

## **6.0 Assessing demand**

Grants are intended to support local authorities in meeting the current and anticipated charging needs of residents. Therefore local authorities should establish that needs already exist or are anticipated, and could be met through the proposed charging infrastructure.

This could be demonstrated by having received multiple requests for charging infrastructure from local residents wishing to purchase plug-in vehicles, or strategic plans to promote EV ownership in a particular area.

It is for applicant authorities to confirm to OLEV their rationale and that they are content they have sufficient rationale to warrant the proposed infrastructure.

Once an OLEV grant award has been accepted by the applicant authority, the sites of the proposed charge points must not change without permission from OLEV.

To date, the Royal Borough has only received a handful of requests, with most of these relating to central areas of Windsor and Eton. There may be other people who are considering buying / leasing a plug-in vehicle who have not yet contacted the council.

Some form of public consultation may therefore be appropriate to gauge the level of interest amongst residents and to identify where they live. In the event that the council receives more requests than can be satisfied with the funding available, some form of prioritisation/ ballot may be required.

## **7.0 Parking restrictions**

The Traffic Signs Regulations and General Directions 2016 makes provision for local authorities to designate a parking place for the recharging of electric vehicles. This ensures that other vehicles cannot park there and block access to the charge point. The OLEV guidance indicates that it is not essential for local authorities to designate electric vehicle only bays, but they do recommend it.

However, demand for on-street charge points is likely to be from terraced residential streets where there is often little / no spare parking capacity. In such circumstances, effectively allocating dedicated parking bays to a household with an electric vehicle could be seen as iniquitous, particularly if installed directly outside their property.

It should be noted that although a charge point may be requested by an individual, it is available for use by any vehicle that complies with the traffic regulation order that applies to the parking space.

The OLEV scheme is intended to provide reliable access to charging for local residents near their home. Whilst not required to secure funding, resident parking schemes or permits can help to prevent other people from using charge points when residents need access.

The various options and their implications are summarised below.

- Unallocated parking - Without designating a bay as an 'electric vehicle charging point only', other vehicles may legally park adjacent to the charge point and block access to it. However, some local authorities that have converted street lights to charge points have installed three units for each request received, giving residents a reasonable chance of accessing a charge point.
- EV charging only bay – This ensures that only electric vehicles may use the parking space when charging. This helps to avoid other vehicles blocking access to the charge point. However, it would be available to all EV owners, including non-residents.
- EV charging only bay for resident permit holders only – This limits charge point access to residents only. However, the charge points may be under-utilised during weekdays when residents are at work. Vehicles must be plugged in when using the bay and since most vehicles will not need to charge every day, this will add to the overall pressure on parking in the vicinity of the charge point.
- EV charging only bay for resident permit holders at night with access for all EV drivers in the day – This ensures that residents have access when they most want to charge their cars, but others can use the charge point when residents' demand is lower. This makes best use of the charge point.
- EV charging only bay plus limited max stay – Limited waiting (3 or 4 hours maximum) may help to reduce issues of EVs being parked longer than necessary in the bay, but it would potentially add to the overall parking pressure in the area. More powerful vehicles may not be able to fully charge in the time allowed. Also, residents may need to move their vehicles at inconvenient times in order to avoid a parking ticket. (Additional variants could include resident permit holder only restrictions at all / certain times.)

There is no 'correct' answer to the parking issue and the choice will need to be agreed with members and by taking account of responses received when the traffic orders are advertised.



It should be noted that the more complicated the restriction, the larger the sign and the more difficult it will be for members of the public to understand the restriction.

## **8.0 Operational issues**

If charge points are to be made available to the wider public as well as residents, then the OLEV scheme guidance states that charge points must have 'Pay As You Go' functionality in addition to / instead of a subscription model.

It is important to minimise council input and ongoing involvement with the charge points, so it is recommended that any contracts be worded to ensure that the provider takes responsibility for all aspects of:

- Supply
- Installation
- Power
- Operation
- Customer communication
- Billing
- Maintenance and repair
- Decommissioning / replacement of the charge points at the end of their life

There should be clear instructions on the charge points for usage and fault reporting, and providers should have a 24 hour helpdesk, so the council does not receive unnecessary calls or emails from the public relating to the charge points.

## **9.0 Electrical supply issues**

It is possible that clusters of charge points could cause problems for the power supply network if used simultaneously, particularly if they take a feed from the same sub-station. It is therefore recommended that SSE (as the local power distribution company) be consulted to understand what capacity issues currently exist.

### **9.1 Other issues**

Prior to being approved, all sites where charge points have been requested will need to be inspected to ensure that:

- there is no off-road parking at the property
- there is sufficient clearance around the proposed charge point location to permit access along footway (street furniture should be installed 450mm back from the kerb edge)
- there is no conflict with existing utilities or highway drainage schemes

- installation will not cause damage to adjacent trees or property

The Town & Country Planning (General Permitted Development) (England) Order 2015, Schedule 2, Part 12 prescribes that Local authorities can install on-street electric vehicle charge points as permitted development.

However, the Planning Management Manager has indicated that the installation of vehicle charging points by a local authority would only be permitted if they are 'required in any public service administered by them' (i.e. only if the service is provided by the Council). As such, she has suggested that planning permission be secured prior to installation of the charge points. The Council may wish to take legal advice on this matter.

It is likely that at least some requests will come from residents living in Conservation Areas. The Conservation Officer should be consulted on any design to be used in these areas. Charge point designs should be chosen so as to complement existing street furniture designs and colour schemes.

## **10.0 Procurement**

In procuring the Charge Points, the council must demonstrate to OLEV that value for money has been achieved. The Council's Procurement Team has advised that procurement rules still apply to grant funded schemes where there is zero net cost to the council. Given the likely value of the scheme, they have confirmed that procurement could be by means of obtaining three quotes or via open tender.

## **11.0 Recommendations**

It is recommended that the Royal Borough:

1. Undertake a public consultation to understand what level of demand there is for EV charge points and where this demand is located (a draft questionnaire is included in Appendix A).
2. Assess all sites where a request has been submitted from someone who has either already bought an electric vehicle or who is definitely considering replacing their car with an electric vehicle in the next 12 months. This should consider:
  - Availability of off-road parking
  - Footway width
  - Implications for services / drainage / street trees
3. Draw up a shortlist of sites through prioritisation / ballot to form the basis of an initial bid to secure OLEV grant funding.
4. Seek legal advice as to whether or not the installation of on-street charge points would be permitted development.

5. Agree the charge point specification in consultation with members and the Conservation Officer.

Consult with SSE to seek their views on any electricity supply issues associated with

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# Agenda Item 8

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

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