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NOTICE OF MEETING

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CYCLE FORUM

will meet on

WEDNESDAY, 24TH JANUARY, 2018

At 6.30 pm

in the

COUNCIL CHAMBER - GUILDHALL, WINDSOR,

TO: MEMBERS OF THE CYCLE FORUM

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

SUBSTITUTE MEMBERS

COUNCILLORS WISDOM DA COSTA, GEOFF HILL, SAYONARA LUXTON AND
MARION MILLS

Karen Shepherd – Service Lead -Democratic Services - Issued: 15 January 2018

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

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AGENDA

PART I

<u>ITEM</u>	<u>SUBJECT</u>	<u>PAGE NO</u>
1.	<u>APOLOGIES FOR ABSENCE</u> To receive any apologies for absence.	
2.	<u>DECLARATIONS OF INTEREST</u> To receive any Declarations of Interest.	5 - 6
3.	<u>MINUTES</u> To confirm the Part I minutes of the previous meeting.	7 - 14
4.	<u>PUBLIC BIKE HIRE SCHEME</u> To receive the above presentation	15 - 30
5.	<u>OPERATION CLOSE PASS</u> To receive the above report.	31 - 32
6.	<u>NCN50 MAIDENHEAD TO COOKHAM CYCLE ROUTE</u> To receive the above report.	33 - 36
7.	<u>CYCLING ACTION PLAN TASK & FINISH GROUP</u> To receive the above report.	37 - 40
8.	<u>A.O.B</u> <u>Dedworth/Clewer areas</u> Following concerns raised by local residents, discussion of speed humps and cushions and the current condition of road surfaces in which they are used.	

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

CYCLE FORUM

WEDNESDAY, 4 OCTOBER 2017

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

Also in attendance: Colin Wheatfield, Harry Bodenhofer, David Lambourne, Susy Shearer, Luke McCarthy

Officers: Wendy Binmore and Gordon Oliver

APOLOGIES FOR ABSENCE

Apologies for absence were received from Ian Taplin.

DECLARATIONS OF INTEREST

The Chairman declared a personal interest as he was the Council appointed Member of the Maidenhead Town Partnership Board and the Partnership for the Rejuvenation of Maidenhead (PRoM).

MINUTES

RESOLVED UNANIMOUSLY: That the Part I minutes of the meeting held on 11 April 2017 be approved.

CAPITAL PROGRAMME 2018/19

The capital programme detailed projects for the following year. Bids had been submitted and were listed in paragraph 2.3 of the report. The capital programme referred to the draft cycling action plan and the implementation of local neighbourhood plans. As long as the overall value of the programme did not change, items on the list could be swapped or prioritised.

Susy Shearer stated all the projects were worthy of funding and she thanked the officer for all his hard work. Susy added that she wanted to add Parsonage Lane where it joined the A308 to the list of projects as it was in need of resurfacing. Also Hatch Lane road surface was very poor with breakages at all sides of the speed cushions and edges of the road surfaces. The Chairman confirmed he would look into it and ask Streetcare to assess the road surface. Any necessary remedial works would be carried out.

Cllr Lion asked about the timescales for the Maidenhead Station improvements. The Principal Transport Planner confirmed that the timeframe for the projects to be carried out was 2019 – 2020 in time for Crossrail opening.

Harry Bodenhofer asked if residents would be consulted on the adoption of Horseguards Drive. The Chairman responded that a resident had contacted him requesting that the cycle route be removed from outside their home, since it was a private road. However, it had been operating as a part of a cycle route for a number of years and provided a valued link to the Riverside area. The Council suggested it

would seek to formally adopt that section of private road. A consultation would have to take place with all residents and if adopted, the Council would take on responsibility for the maintenance of the road. If residents did not want the adoption of the Drive to take place, an alternative route for the cycle lane would need to be found. The Chairman added that proposals and details of the consultation would be circulated to the Cycle Forum. Cllr Beer asked for a plan showing the route. The Principal Transport Planner confirmed that he would send the details via email.

With regards to cycle parking at schools, the Principal Transport Planner stated that all schools were asked to provide details on their cycle parking. If a school had no parking or, they required more parking to meet existing demand, then they were prioritised within the capital programme. Most schools had already benefited from new / additional cycle parking. Luke McCarthy asked if additional cycle parking was really needed at Newlands. The Chairman confirmed that the school was expanding.

The Chairman confirmed how funding for large ticket items worked. He stated there was a grant funding bidding process; the Local Enterprise Partnership (LEP) had provisionally allocated funds to improve interchange facilities at the Maidenhead Station and to improve links to the Town Centre from the Station. An all-movement pedestrian crossing, similar to that at Oxford Street in London, had originally been proposed, but was found to cause unacceptable congestion, so a bridge link was being considered as an alternative.

Members of the Forum stated that Council spending on cycling still seemed to be very low with plenty of worthwhile schemes that could do with funding. The Chairman responded that if the Cycle Forum wanted to increase funding for cycling throughout the Borough, this could be reported through the Highways, Transport & Environment Overview & Scrutiny Panel and he would also take those comments to the Lead Member for Highways requesting more funding to encourage more cycling in the Borough. Susy Shearer said cycling needed more funding and that more funding was needed for maintenance. She added that the Forum had been successful in getting the Advanced Stop Line (ASL) implemented at the top of Hatch Lane but it had faded a lot due to traffic. The Chairman confirmed he would try and get it repainted.

Members of the Forum raised concerns that the Borough did not match the spending of other European countries on cycling. In Sweden the spend on cycling was £30 per head; while the British Government only spent approximately £1 per head. They felt the Borough should be looking to spend £10 per head to get people cycling. There were a number of new houses being built in the Borough in the next five years and the Council could be bolder in their approach with new developments.

A question was asked about how cycle parking is surveyed. The Principal Transport Planner confirmed that there was no Borough wide survey of schools which collected data on the number of pupils cycling to school. He added it used to be collected through school census but that had been dropped so there were no current figures available. Central government received some small-scale sample data on walking and cycling to schools as part of the National Travel Survey, but this data was not available at local authority level. Just sending out a form to be filled in by a school was not a simple process; schools were not prepared to do it and it was hard work obtaining responses. The Principal Transport Planner added there was no way of counting who used on-street cycle parking across the Borough as it required a large resource that the Borough did not have. However, there was an annual count to see how many people were cycling to and from Maidenhead and Windsor Town Centres.

The Chairman stated there was a Task & Finish Group being set up to look at the Cycling Action Plan. Therefore, the issue of bike storage and encouraging cycling could be better discussed at those meetings; he encouraged Members to get involved and attend the meetings.

- ❖ **Action:** Provide regular updates to Members on spending on cycling within the Borough to show if spending is decreased or increased.

MAIDENHEAD STATION

Members received a brief presentation on the potential layout of Maidenhead Station. There would be cycle parking for 300 bikes in a well-lit area with CCTV. The presentation showed possible options for a pedestrian bridge and shared use surface crossings.

The Principal Transport Planner stated the current drawings within the presentation were conceptual and feasibility work was ongoing to evaluate the options and work towards a final design. Members of the Cycle Forum stated the station was a key area for the Town Centre but in its current state, it was a mess. The Principal Transport Planner said that the forecourt would be improved and there would be seating and landscaping with attractive paving. The new forecourt layout would provide much more space for pedestrians.

Harry Bodenhofer said that he found it disheartening that cyclists would not be able to use the footbridge and asked why the road could not be put into a tunnel so pedestrians and cyclists could cross on the level. This would allow the free flow of traffic underneath. The Principal Transport Planner said it was challenging as there were roads that led to that area from different directions. It would not be possible to shut Queen Street due to it being used as an exit for the service roads from nearby buildings. Also, the area has experienced flooding issues previously and sinking the road further would exacerbate the issue..

Susy Shearer said she was concerned about bikes being chained to the railings of the train station. The new cycle parking was too far away from the ticket hall which made continuing to use the railings far more attractive to cyclists. The Chairman responded that Network Rail did not want parking for bikes on the railings. The site of the proposed cycle parking was Council owned land and the parking would be covered, safe, secure and well-lit, therefore, making it more attractive to cyclists. The new parking would be right next to the crossing and the entrance to the forecourt of the station.

Councillor Yong stated she would be difficult to persuade people to use the footbridge after a long day at work and they would be more likely to use the surface crossing, she felt a better solution was needed.

Luke McCarthy asked if the bridge could be taken into the station at platform level. The Principal Transport Planner explained that there was no platform on the north side of the bridge. The Chairman said the Borough had been in discussions with Network Rail to create a bridge link on the south side between the station and Stafferton Way car park, but the platform is too narrow and Network Rail did not want this.. The Principal Transport Planner confirmed that no public consultation had taken place yet

regarding the changes to Maidenhead Station and it was still in the initial stages of design.

Councillor Yong suggested building an underground pedestrian tunnel to be used as a crossing. The Principal Transport Planner said that would not be good for disabled access as the ramps would not be long enough. Also, people did not like to use subways due to security issues, there would also be flooding issues due to rainwater and sewers.

Councillor Lion stated residents had contacted him with concerns regarding the maintenance of cycles parking and was concerned about the lack of maintenance there currently was. The Principal Transport Planner offered to write to Great Western Railway in order to address the issue.

- ❖ **Action:** The Principal Transport Planner to write to Great Western Railway raising concerns regarding the lack of maintenance to the cycle parking at Maidenhead Station.

MAIDENHEAD MISSING LINKS

The Principal Transport Planner provided Members with a brief presentation on the four opportunity areas of development within Maidenhead town centre and how the 'missing links' project would join them up to make connectivity better for pedestrians and cyclists..

The Chairman explained that there were a number of opportunity areas in Maidenhead and the Borough wanted one developer to regenerate all of them. A tendering process was carried out and Countryside PLC was chosen by independent assessment. Countryside had £1.6bn of assets and had successful schemes in Acton, Ealing and Slough. Countryside were scored highly during the tender process and if anyone wanted to know more, they could visit www.rbdevelopments.co.uk which would provide a link to the developments proposed in Maidenhead. The four opportunity areas were all currently at the concept phase with consultation events planned. The West Street and York Road sites would be progressed first. The new leisure centre would need to be completed before the old one could be closed and the site redeveloped.

Harry Bodenhofer wanted to know if the subway near to Waitrose would be opened up to cyclists. The Principal Transport Planner said that subway did not form part of the missing links bid as it was too narrow and widening was prohibitively expensive.

Luke McCarthy asked if motor vehicle use could be limited to access only on King Street to prioritise cyclists and pedestrians. The Principal Transport Planner indicated that there was disabled parking, businesses and retail outlets that all needed access to that road.

The Chairman said that the Nicholsons Car Park was due to be demolished to create a new 1,500 space car park while creating two way access on Broadway, so there may be an opportunity to address King Street at the same time.

BOROUGH LOCAL PLAN UPDATE

The Chairman updated the Forum on ongoing developments of the Borough Local Plan. He stated that the Regulation 19 consultation had closed on 27 September 2017 and the Council had received a huge amount of feedback and representation from residents on the last day of the consultation. Officers were going through all feedback and that was being transposed onto a form for submission to the Secretary of State by December 2017. The December deadline depended on how quickly the council was able to transfer the representations onto standard forms.

Susy Shearer commented that the forms were not very straightforward to use when she made representations. The Chairman stated every other Local Planning Authority had used the same software and that was why the Borough had used it. Councillor Beer also found the form very difficult to use and could not access it or get it to load.

The Chairman stated there were various representations made regarding cycling but they were still being assessed. He added the deadline to make representations was extended by an additional month to help combat any issues. Once the data had been collated, it could be shared with the Cycle Forum.

ANY OTHER BUSINESS

Cycle Wayfinding

Susy Shearer stated wayfinding and information about new signage in Town Centres was raised at the Visitor Management Forum; there more signage was needed at the entrances to the town to cater for tourists and residents. The Windsor Neighbourhood Plan Group had been looking at improving signage at public open spaces. The group wanted better engagement that would link tourism, cycling and residents with the Cycle Forum and the Visitor Management Forum. The Chairman commented that Members of the Cycle Forum should have a think about ideas to encourage cycling in the Borough and send them to The Principal Transport Planner.

Councillor Beer stated there were still signs in Old Windsor for the Thames Path which stated no cycling allowed, but that only applied to some parts of the Thames Path and not others. The Principal Transport Planner stated that Anthony Hurst had been liaising with Thames Path Trail Authority to review the cycling policy. Susy Shearer said it would be raised as part of the Neighbourhood Plan to try and get cycling access along the whole of the Thames Path.

Residents wanted to know how shared use areas where both pedestrians and cyclists were present were being managed, following the tragic death of a pedestrian in London following a collision with a cyclist. The Principal Transport Planner stated the Council tried to avoid shared use where possible but, it was extremely challenging. The Chairman agreed it should be a priority issue to protect both cyclists and pedestrians but, the problem was that the borough had an old road network and limited space. The Principal Transport Planner confirmed that it was very rare in the Borough to have pedestrian injuries / fatalities caused by cyclists.

Cycling in Peascod Street

Susy Shearer stated that Peascod Street was a principal shopping area which had been pedestrianised for 22 years. There were no cycling signs at the top of the street, but they were not visible to cyclists as they were placed too high up the posts. A further sign is present at the bottom of Peascod Street and on the entrance from

Charles Street slightly lower down, but there were no other no cycling signs anywhere else despite there being six or seven entrances to the pedestrian areas. She added that cycling was on the increase on Peascod Street and it was only a matter of time before there was an accident. Susy Shearer added that cyclists were becoming more aggressive with an assault in Nicholsons Walk when a cyclist was asked to dismount but, there were no signs in the area to point out it was a no cycling zone. Other streets such as King Edward Court had far more signs. She added that signs should be on every lamppost in both directions of travel and at the right height.

Councillor Yong suggested that the community wardens could issue fines to discourage cyclists. The Chairman said he would get the signage checked and then get the wardens to patrol. The Principal Transport Planner said the sign at the top of Peascod Street will be moved to a more visible location and will be illuminated. There were no cycling signs at the bottom of Peascod Street to prevent cycles and there was a no entry sign on William Street. Repeater signs had been removed from within Peascod Street because they do not comply with the traffic signs regulations. The Principal Transport Planner added that wardens did not have the legal powers to stop traffic. The Chairman suggested a press release to stop cyclists in pedestrian areas and also positively promote and encourage cycling.

Ascot & the Sunnings Neighbourhood Plan

Councillor Yong stated the new hospital in Ascot had been approved with an aspiration to incorporate a cycle path to Ascot Station. There were plans for 230 houses with a lot of workers commuting. At present the Borough needed to negotiate with Network Rail as soon as possible to open up a route they closed years ago or, to talk to Crown Estate to release a small piece of land to enable the cycle path to join up.

River Thames Crossings

The Principal Transport Planner stated that the new bridge going across Boulter's Lock was going to be a footbridge only. Dual use was rejected and would only be for pedestrian use at certain times. The Council did lobby for dual use but the developer and South Bucks Council rejected it.

Cycling Action Plan Task & Finish Group

The Chairman stated the Task & Finish Group was set up at the request of the Highways, Transport and Environment Overview & Scrutiny Panel. The work carried out by the group would last approximately three months and would involve working on the Cycling Action Plan. The Principal Transport Planner stated there would be meetings where issues would be raised, officers would take those issues away and do work on them and this process would be repeated until all issues were as resolved as far as possible. The Chairman of the Highways, Transport & Environment Overview & Scrutiny Panel requested representatives from the Cycle Forum to attend. Members interested in being part of the group should contact the Principal Transport Planner.

The meeting, which began at 6.30 pm, finished at 9.30 pm

CHAIRMAN.....

DATE.....

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Public Bike Share Schemes

14 December 2017

13



What is public bike share?

- 1 Any scheme where bikes are made available for members of the public to use
- 1 Operating models include:
 - 2 Self-service (docking stations)
 - 2 Self-service (dockless)
 - 2 Rail station hubs
 - 2 Bike share lockers



Self-service (docking stations)

- 1 Docking stations at key locations and convenient intermediate points
- 1 Docks have capacity for 5-20 bikes
- 1 Users return the bike to any dock to end the hire session
- 1 Some schemes allow bikes to be returned to nearby cycle parking stands if the dock is full
- 1 Pricing encourages short trips (30 mins), but can be hired for longer



Self-service (docking stations)

1 Pros:

- § Predictable bike locations
- § Supports one-way short trips
- § Docks act as marketing tool
- § Users don't need smart phones

1 Cons:

- § Capital cost of docks
- § Planning permission for docks
- § May need to relocate docks
- § Can't terminate hire if dock is full
- § Need to redistribute bikes
- § Difficulty getting sponsorship



Self-service (dockless)

- 1 Bike location, payment and release via a smart phone app
- 1 Bikes fitted with GPS trackers
- 1 Use of geo-fencing to:
 - 2 Avoid street clutter / obstructions
 - 2 Avoid sensitive locations
 - 2 Prevent hires ending outside an area
- 1 Free-floating schemes allow bikes to be dropped anywhere:
 - 2 Guidelines issued to users about how / where to park a bike



Self-service (dockless)

1 Pros:

- § Low / zero setup cost for LA
- § No infrastructure needed
- § Greater flexibility for users
- § App used to drive behaviour

1 Cons:

- § More difficult to find bikes
- § Bikes can be left in undesirable locations
- § Distribution challenges
- § Lacks street presence of docks
- § Users need smart phone & app



Railway station hubs

- 1 Offers onward travel for rail travellers
- 1 Provides a central location for community bike hire
- 1 Hire can be return to base or return to any station with a bike hire facility
- 1 Pricing model more geared to all-day hire than short trip
- 1 They are often staffed
- 1 Popular in Netherlands (OV Fiets)



Railway station hubs

1 Pros:

- ⌘ Integrated with rail use
- ⌘ Uses established national network
- ⌘ No problems with street clutter
- ⌘ Users do not need smart phone

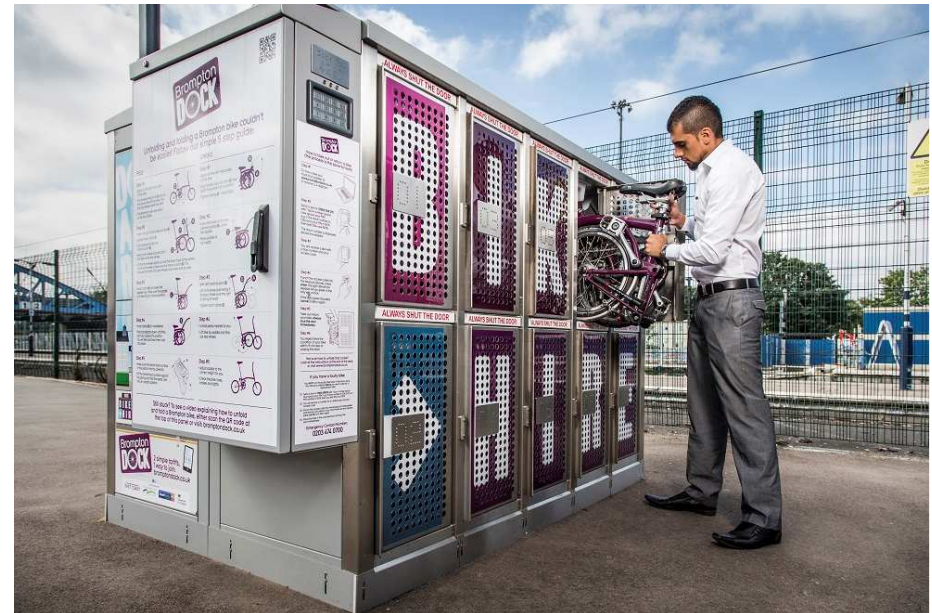
1 Cons

- ⌘ Often 'back to base' only
- ⌘ Caters for limited number of journey types
- ⌘ Requires space within rail station



Bike share lockers

- 1 Often located at rail stations / other transport interchanges – facilitates onward travel
- 1 Can have multiple sites within urban area, although often only single site
- 1 Hire can be return to base or return to any locker site
- 1 Pricing more geared to all-day / multi-day hire than short trip



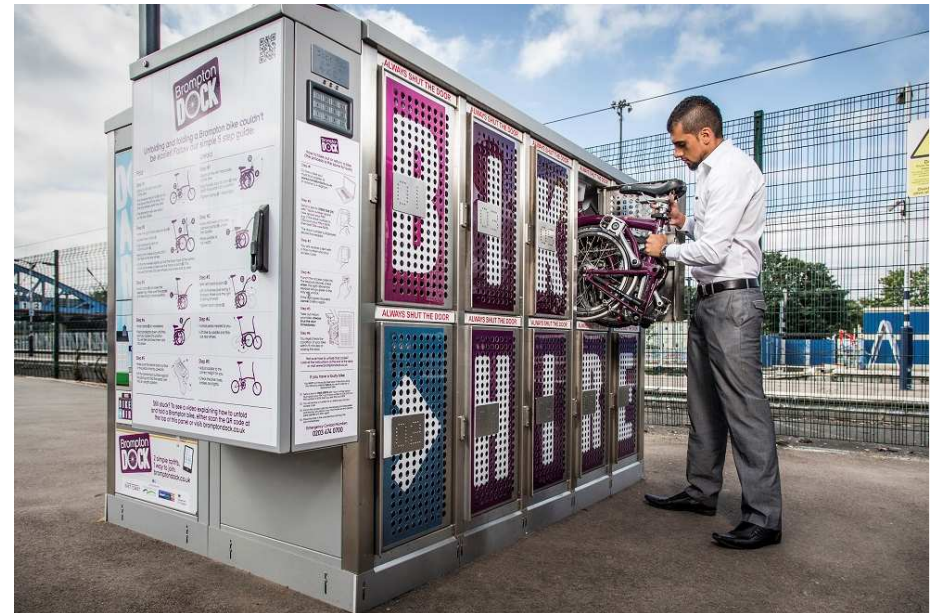
Bike share lockers

1 Pros:

- § Predictable bike locations
- § Can integrate with public transport
- § Folding bikes fit in a car boot
- § Can install in buildings / outside

1 Cons

- § Capital cost of bikes and lockers
- § Bikes are not visible, so less clear what is on offer
- § Folding bikes can be a challenge for new users
- § Does not cater for short journeys



Existing local scheme: Readybike (Reading)

- 1 Operator = Hourbike
- 1 Docked bike hire
- 1 200 bikes / 29 docking stations
- 1 Target market = commuters
- 1 Docking stations at rail stations, shopping centres, major employment sites and selected residential areas
- 1 Live online map of docks
- 1 Casual use / annual subscription
- 1 Subscription options for regular, occasional, businesses and students
- 1 Capital cost = £12k per dock / £550 per bike
- 1 Revenue cost = £130k for first 3 yrs
- 1 New contract in 2016: sponsorship / hires cover operating costs
- 1 Monthly monitoring report provided
- 1 Slow growth
- 1 Usage targets not achieved
- 1 Average rentals per month = 2,300
- 1 97% of subscriber trips within 30 minute free period

Existing local scheme: Slough Cycle Hire

- 1 Operator = ITS / Groundwork
- 1 Docked bike hire
- 1 60 bikes / 11 docking stations
- 1 Target market = commuters
- 1 Docking stations at rail stations, shopping centres, major employment sites, leisure centre & local centres
- 1 Live online map of docks
- 1 User must pre-register: membership card used to release the bike
- 1 PAYG / regular user subscriptions
- 1 Capital cost = £3.5k for design / £36k for dock + 18 bikes / £50k workshop
- 1 Revenue cost = £59k (year 2)
- 1 Limited sponsorship success
- 1 Monthly monitoring report provided
- 1 Poor uptake and slow growth
- 1 Usage targets not achieved
- 1 Average rentals per month = 416 (year 2)
- 1 Slough keen for shared scheme

Planned local scheme: Heathrow Airport

- 1 Heathrow looking to launch public bike hire scheme in Spring 2018
- 1 Looking at dockless scheme with circa 1,000 bikes
- 1 Target market = airport staff
- 1 Bikes are likely to find their way out of the airport as staff ride them home
- 1 Heathrow are offering to extend the scheme into neighbouring authorities at no initial capital cost
- 1 Heathrow would pay all revenue costs, including redistribution and maintenance of bikes
- 1 Geo-fencing to be used to restrict where bikes can be left
- 1 Pricing model based on 50p for 30 minutes
- 1 GPS allows bike journeys to be tracked – data can be used to inform cycle network development
- 1 Possible future consultation with users regarding cycling infrastructure needs

Alternative proposal: Nextbike

- 1 Nextbike has made an approach to RBWM
- 1 Existing schemes in Glasgow, Stirling, Milton Keynes and Bath
- 1 Would offer a mix of docked, dockless and virtual stations
- 1 Nextbike to cover initial capital costs
- 1 On-going revenue costs covered by corporate sponsorship
- 1 GPS allows bike journeys to be tracked – data can be used to inform cycle network development
- 1 Would not easily serve cross-boundary trips unless neighbouring authorities sign up



Points to consider

- 1 Who is the target market?
- 1 Do we need to cater for foreign language users?
- 1 Are hires likely to be short A-B or longer and return to base?
- 1 What are key origins / destinations?
- 1 Are we likely to have significant numbers of cross-boundary trips?
- 1 What infrastructure will be needed?
- 1 Which areas are suitable for docks / cycle parking?
- 1 Which areas need to be kept clear?
- 1 What powers will we have to deal with obstructions?
- 1 What powers will we have to ask operators to cease operations?
- 1 What safety advice will users get?
- 1 Will users be insured?
- 1 How will abandoned / defective bikes be reported?
- 1 What complaints procedures will be in place?
- 1 Ask operators to sign up to TfL code of practice.

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ITEM: OPERATION CLOSE PASS

Report Author: Gordon Oliver **Position:** Principal Transport Planner

1. Purpose of the Report

1.1 This report highlights the recent success of Operation Close Pass – a police initiative designed to highlight awareness of the dangers of motorists passing too close to cyclists – and considers the potential for this to be rolled out in the Royal Borough.

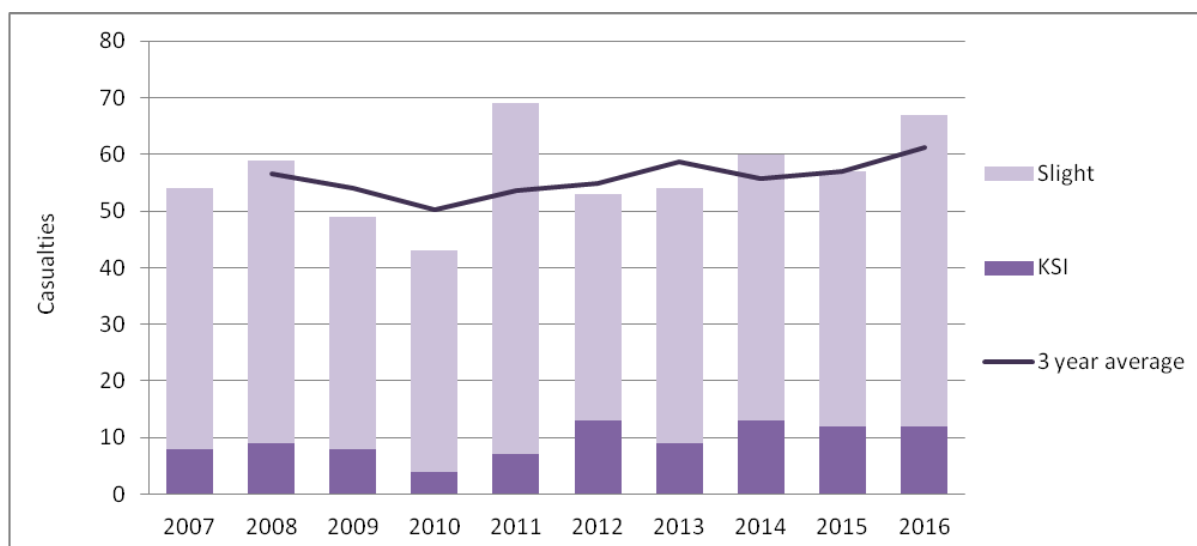
2. Supporting Information

Background

- 2.1 Motorists giving cyclists insufficient room when overtaking is an increasingly common occurrence on the UK's road network, and according to Cycling UK, they account for a third of all threatening incidents between cyclists and motorists.
- 2.2 Close passes are intimidating for cyclists and can be a significant factor in discouraging people from cycling on the road, causing them to cycle illegally on the pavement or in some cases to give up cycling altogether.
- 2.3 The Highway Code states that motorists should give cyclists the same amount of room as a small car when overtaking. However, many drivers pass much closer, which presents a significant risk to cyclists' safety.
- 2.4 In 2016, West Midlands Police developed an initiative called Operation Close Pass to help tackle this issue and change driver behaviour. It involves a plain-clothes police officer riding a bike along a pre-determined route. Any vehicle that passes too closely is recorded on a camera mounted on the bike's handlebars. The officer riding the bike then makes radio contact with a colleague up ahead whose job it is to stop the driver.
- 2.5 Most drivers who watch the video footage accept that their driving was sub-standard. They are then offered the choice of a 10 minute educational session, or a £100 fine and three points added to their licence.
- 2.6 The educational session uses a road layout printed on a large, gray mat. A bike is positioned on the mat 75cm from the painted kerb to represent where cyclists typically ride. A further 1.5m out, another line shows what is considered to be the minimum acceptable passing distance.
- 2.7 A year after launching the initiative, West Midlands Police have reported a 20% reduction in the number of cyclists killed or seriously injured on local roads and reports of close passes have fallen by half.
- 2.8 More than 200 drivers have been stopped and have received the educational input. Over the same period, they have prosecuted more than 350 drivers by using video evidence supplied by victims or third parties.

- 2.9 In a further development, West Midlands Fire Service has been engaged to provide the training. Although there is no difference in the way the training is delivered, the Police believe that the training is more effective because people have more positive associations with the Fire Service who are generally linked with saving lives.
- 2.10 Similar operations have since been deployed by police forces across England and have achieved similar benefits. In some cases the educational sessions have been supported by wider communications programmes with radio interviews, newspaper articles, social media campaigns and sticker giveaways, which are designed to raise awareness and amplify the benefits.
- 2.11 Members of the Cycling Action Plan Task and Finish Group have indicated that they would like this initiative to be deployed within the Royal Borough, which has seen a significant increase in cyclist casualties within the last few years as illustrated in Figure 1 below.

Figure1: Pedal Cycle Casualties on Roads in the Royal Borough



3. Recommendation

- 3.1 It is recommended that: Thames Valley Police be approached to see if they would be willing to work with the Council to develop and deliver Operation Close Pass within the Royal Borough; and for this to be supported by a comprehensive joint communications programme.**

ITEM: MAIDENHEAD TO COOKHAM RISE CYCLE ROUTE

Report Author: Gordon Oliver **Position:** Principal Transport Planner

1. Purpose of the Report

1.1 This report highlights recent changes to the section of National Cycle Network Route 50 between Maidenhead and Cookham where the restrictive barriers previously erected by the landowner have been replaced to make it easier for cyclists to use the path.

2. Supporting Information

Background

- 2.1 The cycle route between Maidenhead and Cookham Rise forms the first part of the proposed National Cycle Network Route 50, which when complete will connect Maidenhead and Winslow. The route provides a largely traffic-free cycle route utilising public rights of way and permitted paths across the Summerleaze estate connecting Ray Mill Road East and Lightlands Lane.
- 2.2 Following repeated problems with unauthorised access by motorcycle users, the local landowner had erected bespoke barriers designed to permit access for pedal cycles, while excluding motorcycles. Unfortunately, the barriers were so restrictive that they prevented access for many designs of bicycle, as well as bikes with trailers and tag-alongs, tricycles, pedestrians with pushchairs and wheelchair users.
- 2.3 The fact that much of the route is a permitted path across private land means that the council has no powers of enforcement, so the restrictive barriers remained in place for a number of years while elected members and officers sought to negotiate a solution with the landowner.
- 2.4 A solution was recently agreed, which resulted in replacement of the old barriers at Westmead and Lightlands Lane with more conventional motorcycle barriers (see Photos 1 & 2) and the removal of the old barrier that used to be adjacent to the vehicular gate on the north side of the cricket club access road (see Photo 3).
- 2.5 Surface improvements have also been carried out on two sections of NCN 50 (see Photos 4 & 5), which ensures that the path is usable in the wetter winter months.
- 2.6 All of the above works were carried out by the landowner, Summerleaze, as part of a wider project involving the diversion of some nearby public footpaths.

3. Recommendation

3.1 It is recommended that the Cycle Forum note the contents of the report.

Photo 1: New Barrier at Westmead



Photo 2: New Barrier at Lightlands Lane



Photo 3: Removal of Barrier at Cricket Club Access Road



Photo 4: Surfacing Improvements



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ITEM: CYCLING ACTION PLAN TASK & FINISH GROUP

Report Author: Gordon Oliver **Position:** Principal Transport Planner

1. Purpose of the Report

1.1 This report summarises the progress made by the Task and Finish Group that has been established to review the draft Cycling Action Plan.

2. Supporting Information

Background

2.1 At the meeting on 21 September 2017, the Council's Highways, Transport and Environment Overview and Scrutiny Panel resolved to:

- Establish a Task and Finish Group to review the draft Cycling Action Plan and put the final version forward for adoption at the appropriate council meeting.
- Look into options for a public cycle hire scheme.
- Maintain the inclusion of a possible cycle through-route from Ascot to Windsor within the Cycling Action Plan.

2.2 An invitation was extended to all council members to participate in the Task and Finish Group and the panel chairman also agreed to open the membership of the group to interested members of the public. The Task and Finish Group is chaired by Cllr Derek Wilson, supported by Cllr Hari Sharma and Cllr Malcolm Beer. The remainder of the group comprises local residents, including several who are members of the Cycle Forum.

2.3 As a first step, the Task and Finish Group has reviewed the content of the draft Cycling Action Plan, ensuring that the evidence base is updated to contain the latest available data. They then reviewed this evidence to see if there were any areas where the action plan needed to be improved.

2.4 The group asked for details of the most significant cyclist casualty cluster sites across the borough over a 5 year period from 2012 to 2016. These included:

- A308 / Mill Lane / Parsonage Lane, Windsor (6 casualties)
- A4 / A308 roundabout, Maidenhead (5 casualties)
- A4 / B4447 roundabout, Maidenhead (5 casualties)
- Shoppenhangers Road / Ludlow Road, Maidenhead (5 casualties)
- A308(M) / A308 / A330 roundabout, Maidenhead (5 casualties)
- B3022 Thames Street / B470 Datchet Road, Windsor (5 casualties)
- A332 / A308 / B3173 / Clarence Rd roundabout, Windsor (5 casualties)
- A329 Heatherwood Road / A332 Windsor Road roundabout, Ascot (5 casualties)

2.5 Members of the group agreed that there was a pressing need to improve cycle safety at these sites and to recognise the risks that cyclists face at roundabouts. They also

agreed that they would like to see the 'Close Pass' initiative pioneered by West Midlands Police to be introduced in order to improve cycle safety across the Royal Borough.

- 2.6 The Task and Finish Group challenged the targets in the draft Cycling Action Plan. After some debate, it was agreed that the 5-year targets were probably correct, but that more a more stretching long-term target should be set to increase cycling levels by 50% over 10 years.
- 2.7 The group considered the latest results from the National Highways and Transport Benchmarking Survey¹, which showed that the Royal Borough had very low levels of resident satisfaction for all aspects of cycling provision.
- 2.8 Members of the Task and Finish Group looked at some of the better performing authorities to see if there were any best practice case studies that could be applied in the Royal Borough. These included Bracknell and Milton Keynes, but these are 'new towns' and had cycle routes built-in when they were first developed, so it is difficult to make meaningful comparisons. Also, it is interesting to note that in the case of Bracknell, although satisfaction levels are much higher, the number of cycle trips is no better than average.
- 2.9 It was noted that Brighton and Hove have undertaken some comprehensive corridor improvements, which feature segregated cycle lanes with priority over side-roads and bus stop bypasses. However, it was accepted that there were limited opportunities to deploy similar facilities in the Royal Borough due to spatial constraints.
- 2.10 It was acknowledged that the local cycle route network was probably not as bad as the NHT Benchmarking Survey suggested and it was suggested that more promotional work was needed to make residents aware of the cycling opportunities that were available. This could be done through wayfinding improvements and regular articles in Around the Royal Borough and the Maidenhead Advertiser.
- 2.11 The group agreed that the infrastructure schemes proposed within the Cycling Action Plan need to be prioritised, taking account of future development proposed in the emerging Borough Local Plan, and that cost estimates should be prepared for the top priority schemes. This would enable a meaningful investment programme to be developed and would provide evidence to support the call for cycling budgets to be increased. Individual members of the group have been tasked with coming up with priority schemes in allocated areas. These will be brought back to the next meeting.
- 2.12 The group was also given a presentation on the different types of public bike hire scheme that are operating in the UK (see Appendix 1). These include:
 - Self-service - docked
 - Self-service - dockless
 - Self-service - lockers

¹ See <http://www.nhtnetwork.org/> for details.

- Rail station hubs
- 2.13 The pros and cons of each system were examined and a summary of the costs and performance of two local schemes (Reading and Slough) were examined.
- 2.14 The group was informed that the Council had been approached by NextBike, which would like to set up a scheme in the Royal Borough. Also, Heathrow Airport is looking to launch a scheme in 2018 and would like this to extend into surrounding local authorities to help cater for commuting trips by airport staff. Both schemes would be provided at no cost to the Council.

3. Recommendation

- 3.1 **It is recommended that the Cycle Forum note the contents of the report.**

APPENDIX 1 – CYCLE HIRE SCHEMES PRESENTATION