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NOTICE

OF

MEETING

CYCLE FORUM

will meet on

MONDAY, 15TH APRIL, 2019

At 6.30 pm

in the

COUNCIL CHAMBER - TOWN HALL,

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, SAYONARA LUXTON, MARION MILLS AND
JULIAN SHARPE

Karen Shepherd – Service Lead- Governance – Issued:05/04/2019

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 **Nabihah Hassan-Farooq** 01628796345

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AGENDA

PART I

<u>ITEM</u>	<u>SUBJECT</u>	<u>PAGE NO</u>
1.	<u>WELCOME AND INTRODUCTIONS</u> To receive introductions from all attending members of the Forum	-
2.	<u>APOLOGIES FOR ABSENCE</u> To receive any apologies for absence.	-
3.	<u>DECLARATIONS OF INTEREST</u> To receive any declarations of interest.	5 - 6
4.	<u>MINUTES OF THE LAST MEETING ON THE 14TH JANUARY 2019</u> To note and agree the part I minutes of the meeting held on the 14 th January 2019.	7 - 12
5.	<u>MAIDENHEAD TOWN CENTRE REGENERATION/ MAJOR SCHEMES</u> To receive a presentation on the above titled item.	13 - 28
6.	<u>COOKHAM RECREATIONAL CYCLE ROUTE</u> To receive a report on the above titled item.	29 - 32
7.	<u>HURLEY TO BISHAM LINK</u> To receive a report on the above titled item.	33 - 36
8.	<u>CLOSE PASS INITIATIVE</u> To receive a verbal report on the above titled item.	Verbal Report
9.	<u>FUTURE OF THE CYCLE FORUM</u> To receive a verbal report on the above titled item.	Verbal Report
10.	<u>DEDWORTH ROAD/HATCH LANE TRIAL MINI ROUNDABOUTS</u> To receive a verbal report on the above titled item.	Verbal Report

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MEMBERS' GUIDE TO DECLARING INTERESTS IN MEETINGS

Disclosure at Meetings

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

A member with a DPI or Prejudicial Interest **may make representations at the start of the item but must not take part in 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 4

CYCLE FORUM

MONDAY, 14 JANUARY 2019

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

Also in attendance: Mark Powell, Luke McCarthy, Matt Gordon-Smith, Peter Wilkinson, Owen McQuaid, David Lambourne, Susy Shearer, Paul Baker

Officers: Gordon Oliver and Nabihah Hassan-Farooq

WELCOME AND INTRODUCTIONS

The Chair welcomed all attendees to the meeting and asked that each member introduces themselves.

APOLOGIES FOR ABSENCE

Apologies for absence were received from Michael Gammage and Harold Bodenhofer.

DECLARATIONS OF INTEREST

None.

MINUTES OF THE LAST MEETING

AGREED UNANIMOUSLY THAT; The minutes of the meeting held on the 12th November 2018 were agreed as an accurate and true record.

ACTION- That Cllr Wilson to invite Cllr Bicknell as Lead Member for Highways and Transport to the next meeting of the Cycle Forum.

ACTION- For Gordon Oliver to draft articles on the Cycling Action Plan and Close Pass initiative for Around the Royal Borough.

CYCLING ACTION PLAN

Gordon Oliver introduced the above titled item. It was highlighted that the Task and Finish Group had reviewed and amended the Cycling Action Plan and that this would be considered for adoption at the 31 January Cabinet meeting. At Cabinet Briefing, members had requested an appendix to the report summarising the priorities for investment and the impacts of the strategy, so a map showing the high priority schemes has been included together with some accompanying graphics. Members were informed that the Cycling Action plan had been well received at Cabinet Briefing and had much support from members. The plan would be considered at Highways and Transport Overview & Scrutiny Panel on 23 January. Members of the Cycle Forum discussed ways in which they could express their support and opinions and it was noted that David Lambourne had registered his right to address the Cabinet in respect of this item. Cycle Forum members were encouraged to be vocal about their support and register to speak in support of the plan. Councillor Yong highlighted that Councillors are in post to represent the needs of their residents and that members should lobby their local councillors to ensure that the cycling agenda is advanced accordingly and expressed the importance of their vocal representation in the political arena.

The Chair also highlighted that it was good to show support and that cabinet members had been very supportive of the plan. Luke McCarthy stated that he was concerned with the level

of allocated funding which had been given and that he felt wider lobbying to the administration was needed. David Lambourne stated that he had previously felt little support for cycling from the previous administration and that he felt other boroughs had been more supportive of cycling by implementing schemes, cycle clubs and cycle circuits. Luke McCarthy stated that a significant infrastructure investment across the borough was needed as part of new development and stated that the Leader had recently published an online statement to this effect. Members felt that a small budget for cycling schemes had been deployed by the Council and felt dissatisfied with the profile of the cycling agenda in the borough. Matthew Gordon-Smith asked how cyclists' needs were taken into account in junction improvement schemes, such as at Hatch Lane / Clarence Road. He stated that he felt that as a cyclist in Windsor that multiple junction improvements were needed to aid the safety of cyclists against high levels of traffic. Susy Shearer confirmed that there were notable improvements needed and agreed that advanced cycle stop lines were needed at Vansittart Road / Clarence Road and the road layout around the Tesco Express at Hatch Lane was in need of an urgent review. It was also highlighted that on the national cycle route on Thames Street that cyclists were often not detected by the traffic lights when coming from the bridge.

Members were reminded that the plan had been finalised in June 2018. The Forum discussed that the Cycle Action Plan was designed for a life span of ten years and that it was also linked to the Borough Local Plan. Members were keen to know details surrounding investment and how quickly funds would be allocated to advance the proposals as set out in the Cycle Action plan. Gordon Oliver informed the Forum that Local Enterprise Partnership (LEP) funding had been secured for improvements at Maidenhead Train Station and for the Maidenhead Missing Links scheme and that this was a significant investment for the borough. Susy Shearer highlighted that the Cycling Action Plan was an evidence based document and that throughout the Infrastructure Delivery Plan (a supporting document for the Borough Local Plan) reference had been made to the plan. Members discussed whether there had been a cultural shift towards the importance of cycling by cabinet members and the chair stated that the Cycling Action Plan had been well prepared and that members were thankful for the significant work and contributions made in creating the plan. A vote of thanks was placed on record for all those who had contributed to the creation of the Cycling Action Plan, with special dedication to members of the Cycling Action Plan Task and Finish Group for their contributions and dedication.

FUTURE OF THE CYCLE FORUM

The Chair introduced the above titled item. The Forum were told that there had been an independent boundary review by the Local Government Boundary Commission for England (LGBCE) and that as a result there had been a recommendation to reduce the number of councillors from 57 to 41. The Forum were told that in conjunction with the boundary review that the Constitutional review had also taken account of the number of committees, forums and panels that the Council serviced and that it was notably higher than other comparable local authorities. Gordon Oliver informed the Forum that it had been agreed at the main Council debate in June 2018 that a number of panels/forums had been agreed for deletion / restructuring and circulated a list accompanied by the rationale for all of the proposals. It had been proposed that the Cycle Forum would be subsumed by the newly-created Infrastructure Overview & Scrutiny Panel, Windsor Town Forum and Maidenhead Town Forum. It was highlighted that dependant on the subject matter that the proposal for any items discussed at Cycle Forum would be raised and considered at the new Infrastructure Overview & Scrutiny Panel or either Maidenhead/Windsor Town Forum as appropriate. It was confirmed that the new structure with the deleted Forums/Panels/Committees and the reduction of members would take effect from May 2019. It was noted that there would be no further servicing of the Forum by Democratic Services as it would not exist within the council committee structure.

David Lambourne felt the focus of the Cycle Forum would be lost within the overarching Overview & Scrutiny panel and that this had been a cost saving exercise. He also said that he felt the changes would limit the valuable input from residents and that he felt councillors had been treated badly as their workloads would increase without an added financial imbursement.

Councillor Lion stated that the recommendation to reduce the number of councillors had come from the LGBCE who was independent of the Council and that Councillors had the opportunity to vote in relation to the recommendations independently of the party whip. Councillor Beer stated that there had been approximately 10-11 members who had opposed or abstained from voting on the recommendations and that he had voted against the recommendation. Councillor Beer felt that the new proposed structure would not take into account the values and views of Cycle Forum attendees.

The Chair reminded the Forum that each ward was reviewed by their population demographic and that the number of councillor representation had been assessed independently by the LGBCE. Susy Shearer stated that there would be limitations to the way in which Cycle Forum attendees could interact with the relevant Overview & Scrutiny Panels and that there would be no opportunity to engage in detailed and wide ranging issues. She also felt current attendees of the Cycle Forum had the opportunity to have engaged discussions with no time limitations and that with restricted times to address Overview & Scrutiny Panel / Town Forums in future that it would be impossible to make use of the valuable experience of Cycle Forum members to progress the cycling agenda. Mark Powell thought that having cycling considered by the Overview & Scrutiny Panel would allow cycling to be considered in a more integrated manner. The Chair stated that the group could meet independently of the council as a consultative group. Susy Shearer stated that she had been looking at alternative models for local cycling groups to engage with the council, citing West Berkshire Spokes which had taken on the administration of the Cycle Forum in West Berkshire and the London Cycling Campaign which had a formal constitution and was a key consultee on cycling issues. Members felt that democratic representation and support was vital and that there would be difficulty in communicating, noting key decisions and administering minutes without the dedicated clerking support. The Democratic Services officer clarified that at present there was no planned additional resource that could support the Forum moving forward as resourcing had been based on the revised council committee structure from May 2019. However, if councillors were to attend then meeting rooms could be made available.

Members were unsure how the new forum would work within the new proposed structure and were hesitant to support the proposal. Members queried whether there could be a review and felt that there was a lack of support for the Forum by Councillors. Members discussed ways of working such as use of online tools and whether Gordon Oliver could continue supporting an external consultative group. Gordon confirmed that he could be able to provide support to the group in his capacity as Principal Transport Planner.

Members discussed their dissatisfaction in the decision to delete the Forum without consultation from the Forum attendees.

RESOLVED UNANIMOUSLY: THAT: The Cycle Forum is resolved to express its grave concerns at the council's decision to disband the forum as this would result in a loss of specialist knowledge and therefore request the continuation of the Cycle Forum from May 2019 as a sub-committee of the relevant Overview & Scrutiny panel.

(The motion was jointly proposed by Councillors Beer & D Wilson and resolved unanimously)

CYCLING IN WINDSOR GREAT PARK

Gordon Oliver, Principal Transport Planner, outlined the above titled item. The Cycle Forum was reminded that the council had previously looked at the potential for a dedicated cycle route between Ascot and Windsor. This area is covered by Windsor Great Park which is a private park and part of the Crown Estate. Members were told that it is home to several endangered species with large areas protected by Special Areas of Conservation / Sites of Special Scientific Interest which limited options for a cycle route.. Cyclists are allowed to use certain estate roads within the Great Park to travel between Ascot and Windsor and the Crown Estate had previously agreed that cyclists could use these roads during night time hours, which helped to improve safety for those who commuted through the dark winter months.

However, it was noted that a Bracknell resident had been in contact to advise that they had faced challenge when cycling through the Great Park at night. After investigations it was found that the rights to cycle through the park during night time hours had now been rescinded. There was a proposal for a 40 mph speed limit supported by average speed cameras on Winkfield Road / Mounts Hill through the Great Park and that Crown Estate were supportive of this. However, it was recognised that this was inferior to a segregated cycle route and it was questioned if there would be sufficient benefit to justify the cost of the cameras and ongoing enforcement. Any enforcement action would be undertaken by Thames Valley Police, but they had not indicated if they would support the proposal.

Members of the forum expressed their disappointment at the decision to rescind permission for cyclists to cut through the Great park at night. A member of the Forum highlighted that the closest similar route was located by Legoland and that this had proved incredibly dangerous for cyclists. It was noted that two cyclists had lost their lives on this road. The Chair highlighted that previous interaction with the deputy park ranger had proved difficult with little resolution. Councillor Yong expressed surprise that cars were preferred to cycles considering the Great Park was considered as an area of specific scientific interest and that there was significant importance placed upon conservation across the specific area. She went on to highlight other areas where cycling was permitted in forests that could be a template for the Crown Estate. However, she did concede that the Great Park was a victim of its own success with walkers / dog-walkers / cyclists often in conflict. Members discussed the encumbrances faced by the deputy park ranger and felt that a dedicated cycle route would be very well received by cyclists in the area.

(Councillor Beer declared that he had a personal interest, but that he had served as a ward and parish councillor of the area in relation to this item. Councillor Beer stated that he has a working relationship with the Deputy Park Ranger but that this did not prejudice his ability to contribute to the discussion.)

SECURE BIKE STORAGE

Gordon Oliver, Principal Transport Planner, updated the Forum on the above titled item. The Forum had discussed on-street cycle storage in residential areas at the last meeting held on the 12th November 2018. It was outlined that as part of ongoing research into this area, that Lambeth, Southwark, Hackney Councils had been looked at. Lambeth Council had distributed a questionnaire to all householders regarding their views on cycle storage. The questionnaire responses had been positive and that most residents supported on-street cycle storage, however, when posed with the reality of the cycle storage outside of their own homes, positive responses were reduced by 11%.

After collation of information, it was noted that the main concerns surrounding cycle storage included;

- Aesthetics
- Proximity to property
- High cost of rental space

It was highlighted that some of the researched Councils offered limited times to for residents to apply for new sites. Some areas had waiting lists, with spaces allocated on a first come first served basis. Some local authorities had limited the cycle storage to two residents per household to ensure fairness in their approach. Other considerations included:

- Support from ward members
- Whether surrounding properties had space for cycles
- The need for residents to use stairs
- Number of cycle thefts
- Car parking pressures

It was noted that this would be a good piece of work to consider, but that this could be looked at in the future in more detail.

Members of the forum discussed the issues with older properties across Windsor and Maidenhead and that there was limited possibility to provide adequate cycle storage in certain areas. It was also stated that there was a rigid need for planning to be involved with this, and Councillor Beer stated that he would like for all new developments to have consideration to cycle storage. Gordon Oliver highlighted that most new developments were required to provide cycle storage and that the council was about to review its Parking Standards and would incorporate best practice for cycle parking provision. Councillor D Wilson informed members that the Council was currently working jointly with Countryside developers to deliver a significant number of homes across Maidenhead town centre and that he had visited a scheme that they had recently developed in Ealing which had innovative cycle storage ideas.

A forum member stated that he felt that more importance should be placed on the modal shift from driving to cycling and that when this had been addressed, that this project should be revisited. Matt Gordon-Smith stated that he felt more secure cycling storage was needed in the town centres where there was an existing problem with bike thefts. He highlighted the lack of capacity in Windsor town centre in particular and suggested secure cycle storage in car parks. David Lambourne suggested that a survey could be carried out with large and flatted developments to better understand the demand of their cycling storage needs. Maidenhead Station was highlighted as a location that needed more cycle parking, Gordon Oliver informed the Forum that there was to be 300 secure cycle spaces provided at Maidenhead Station shortly. Councillor Yong highlighted that there was also work being carried out by the Sustainability Panel to introduce electric charging vehicle points and that there would be a competing use of space.

on Oliver, Principal Transport Planner, updated the Forum on the above titled item. The Forum had discussed cycle storage at the last meeting held on the 12th November 2018. It was outlined that as part of ongoing research into this area, that Lambeth, Southwark, Hackney Councils had been looked at. Lambeth Council had distributed a questionnaire to all householders regarding their views on cycle storage. The questionnaire responses had been positive and that the findings were indicative of onsite cycle storage, however, when posed with the reality of the cycle storage outside of their own homes, positive responses were reduced by 11%.

After collation of information, it was noted that the main concerns surrounding cycle storage included;

- Aesthetics
- Proximity to property
- High cost of rental space

It was highlighted that some of the researched Councils had existing cycle storage schemes such as offering limited times to apply, application for spots in specific areas with waiting lists, first come first serve basis. Some local authorities had limited the cycle storage to two residents per household to ensure fairness in their approach. It was noted that this would be a good piece of work to consider, but that this could be looked at in the future in more detail.

Members of the forum discussed the issues with older properties across Windsor and Maidenhead and that there was limited possibility to provide adequate cycle storage in certain areas. It was also stated that there was a rigid need for planning to be involved with this, and Councillor Beer stated that he would like for all new developments to have consideration to cycle storage. Gordon Oliver highlighted that most new developments had cycle storage in mind and that most new developments had more flexibility to include cycle storage in their designs. Councillor D Wilson informed members that the Council was currently working jointly with Countryside developers to deliver a significant number of homes across the borough and

that he had visited a scheme that they had recently developed in Ealing which had innovative cycle storage ideas.

A forum member stated that he felt that more importance should be placed on the modal shift from driving to cycling and that when this had been addressed, that this project should be revisited. Matt Gordon- Smith stated that he felt more secure cycling storage was needed in the town centres and that by offering this, it would boost the popularity and confidence of those wishing to cycle by offering security. David Lambourne suggested that a survey could be carried out with large and flatted developments to better understand the demand of their cycling storage needs. David Gordon felt that this would be a good future piece of work, and informed the Forum that there was to be 300 secure cycle spaces in the town centre and that this would be delivered by the Cycle Hub. Councillor Yong highlighted that there was also work being carried out by the Sustainability Panel to introduce electric charging vehicle points and that there would be a competing use of space.

A.O.B

Luke McCarthy informed the Forum that the Cycle Hub lease was ending and that they would need to find new premises over the upcoming months. Members were asked to contact him directly if they were aware of any suitable premises.

DATE OF THE NEXT MEETING

The date of the next meeting was confirmed as follows:

- 15th April 2019 at 6.30pm, Chamber, Guildhall, Windsor.

The meeting, which began at 6.30 pm, finished at 8.34 pm

CHAIRMAN.....

DATE.....



Cycle Forum: Maidenhead Town Centre Regeneration

15 April 2019

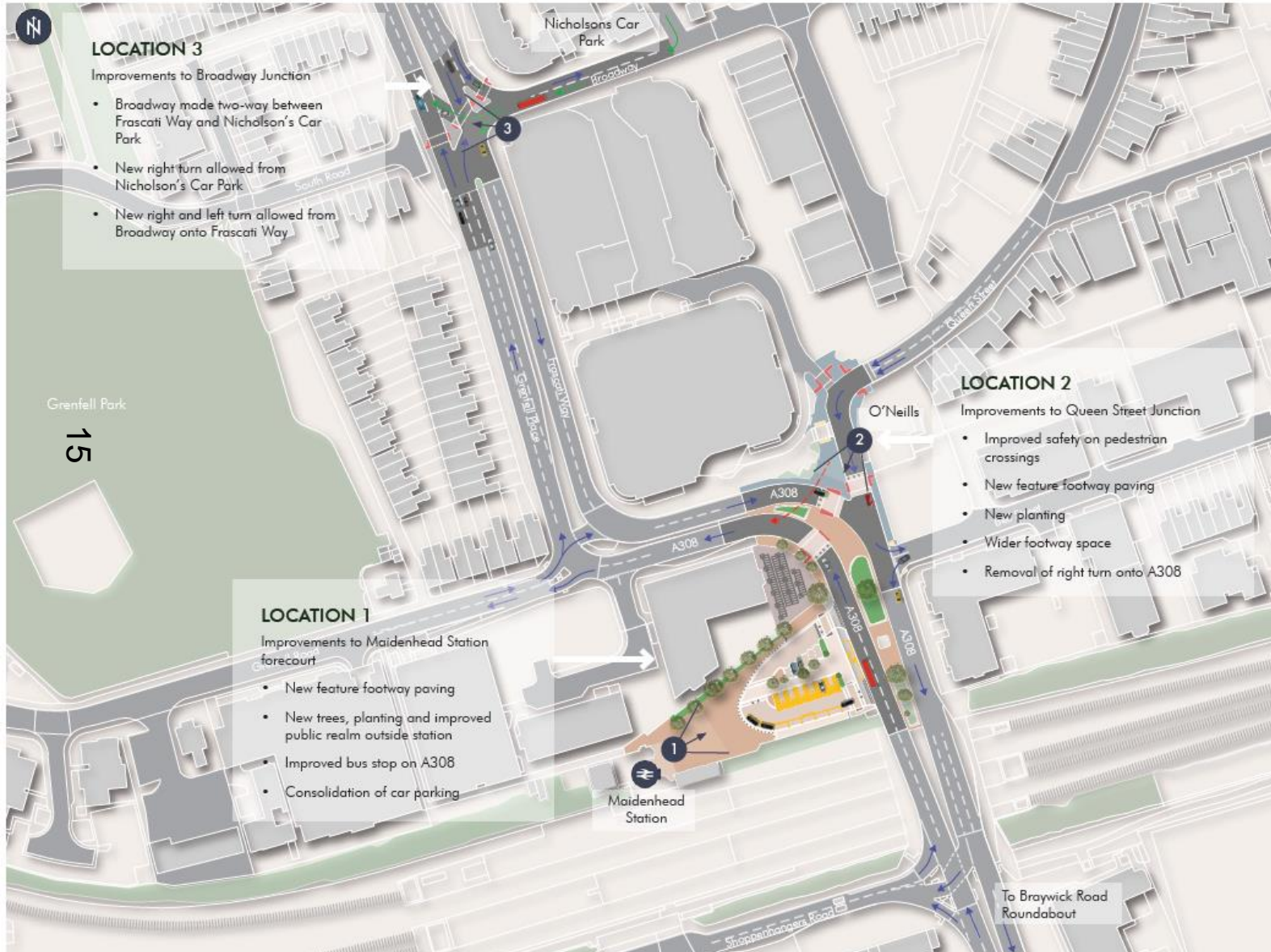
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Agenda Item 5

Maidenhead Station

- £4.5 million scheme
- Needed to cope with increased rail passengers due to electrification, Elizabeth Line and Western Rail Link to Heathrow
- Key elements:
 - Forecourt with improved access, interchange facilities and environmental enhancements
 - Improved pedestrian / cycle links between the station and town centre
 - Traffic management changes at Broadway and A308 / Queen Street
 - Replacement long-stay car park
- Benefits for cyclists:
 - 300 cycle parking spaces with CCTV
 - Improved crossing and link to King Street
 - Safer cycling route across the station accesses
- Construction by April 2020



LOCATION 3

Improvements to Broadway Junction

- Broadway made two-way between Frascati Way and Nicholson's Car Park
- New right turn allowed from Nicholson's Car Park
- New right and left turn allowed from Broadway onto Frascati Way

LOCATION 2

Improvements to Queen Street Junction

- Improved safety on pedestrian crossings
- New feature footway paving
- New planting
- Wider footway space
- Removal of right turn onto A308

LOCATION 1

Improvements to Maidenhead Station forecourt

- New feature footway paving
- New trees, planting and improved public realm outside station
- Improved bus stop on A308
- Consolidation of car parking

- Existing traffic movement
- New traffic movement
- Traffic movement removed
- New feature granite paving
- New granite paving
- New carriageway surface
- New planting
- 👁️ View locations for visualisations

Grenfell Park

15

Nicholson's Car Park

O'Neills

Maidenhead Station

To Braywick Road Roundabout

Shoppenchanger Road

South Road

Gravel Drive

Frascati Way

A308

A308

A308

A308

A308

A308

A308

A308

A308

A308

A308

A308

A308

Improvements to Maidenhead Station forecourt

- New feature footway paving
- New trees, planting and improved public realm outside station
- Improved bus stop on A308
- Consolidation of car parking

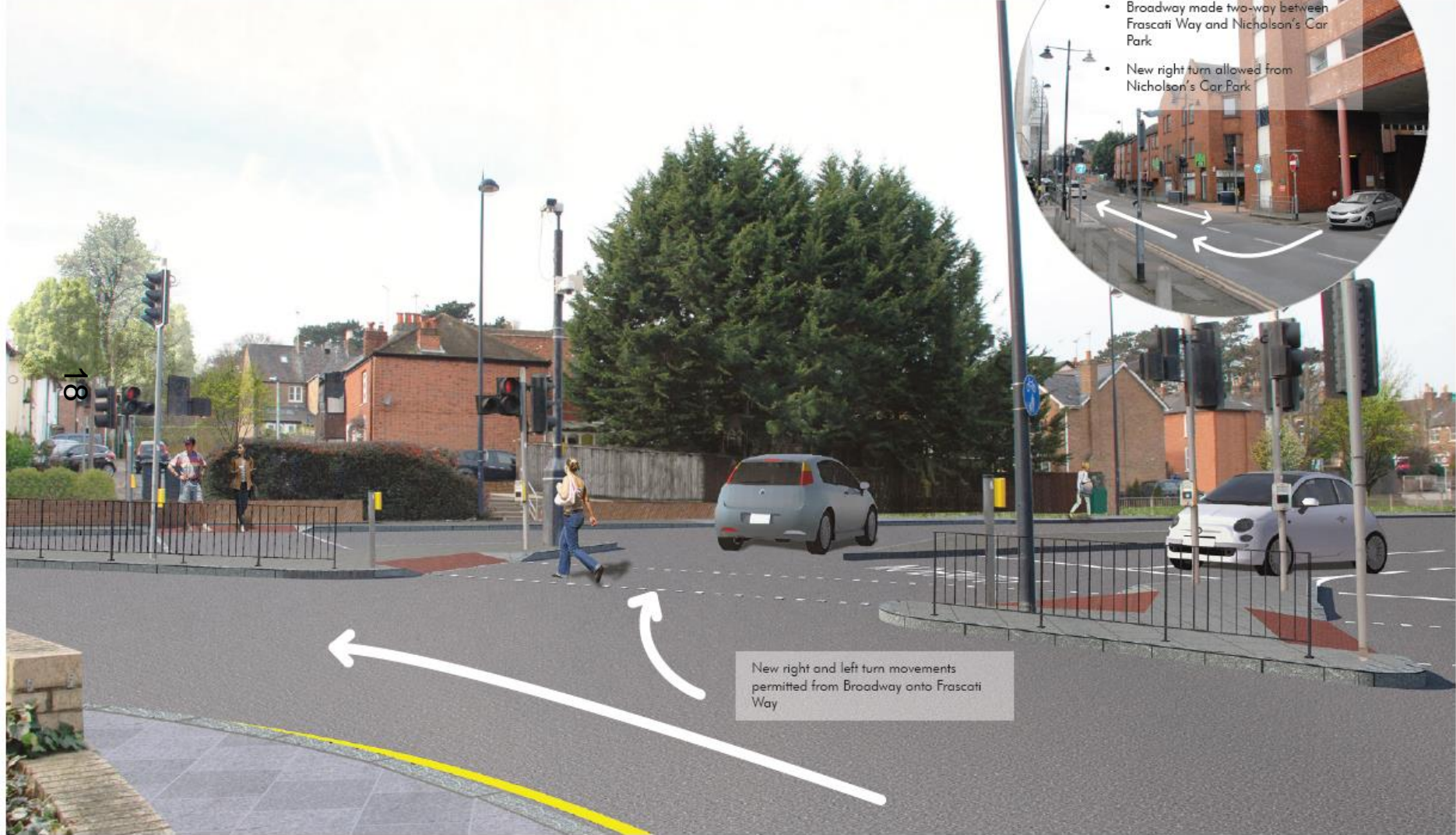
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Improvements to Queen Street Junction

- Improved safety on pedestrian crossings
- New feature footway paving
- New planting
- Wider footway space
- Removal of right turn onto A308





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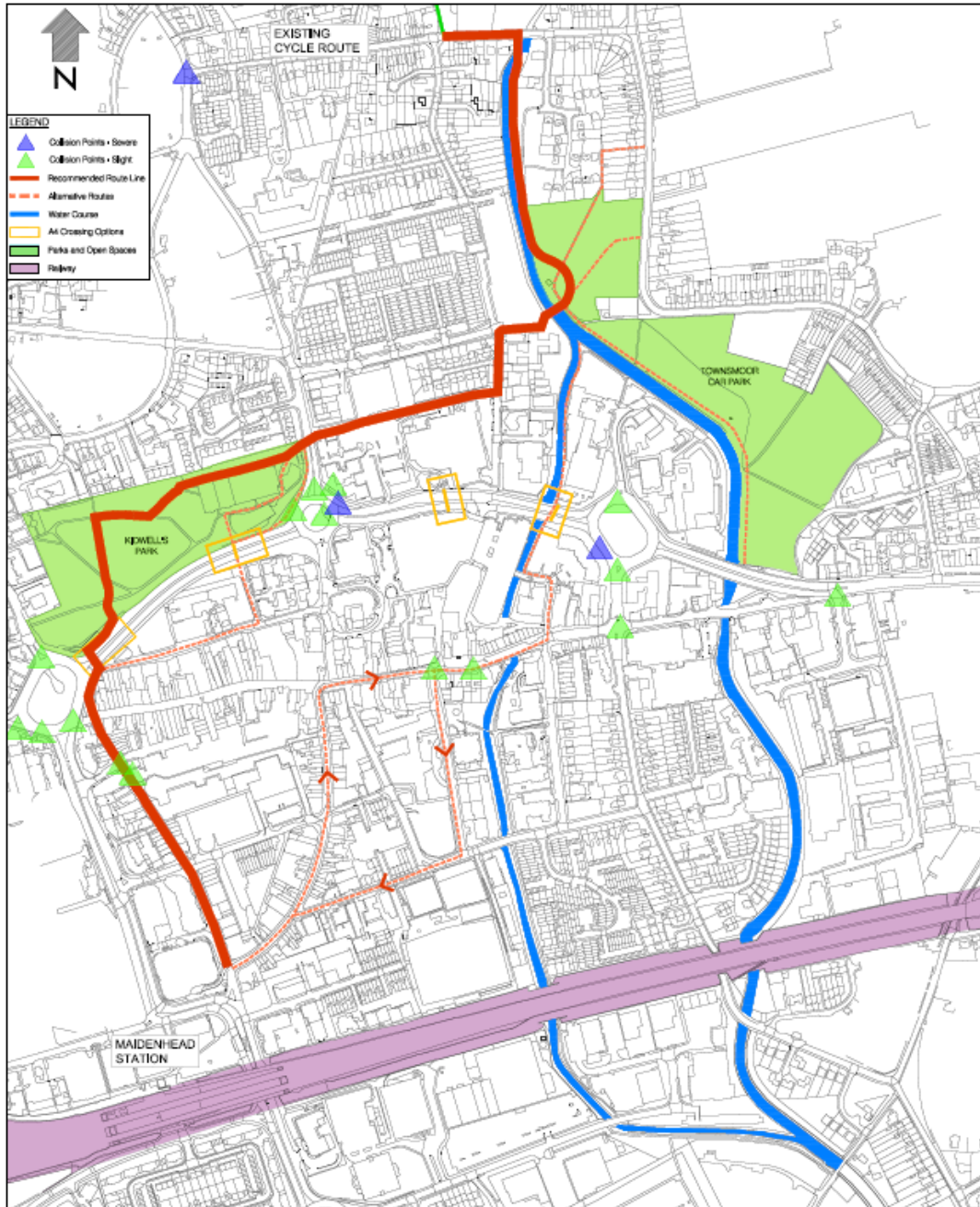
Improvements to Broadway Junction

- Broadway made two-way between Frascati Way and Nicholson's Car Park
- New right turn allowed from Nicholson's Car Park

New right and left turn movements permitted from Broadway onto Frascati Way

Missing Links

- £2.8 million scheme
- Needed to improved cycle links to the town centre and the regeneration sites
- Key elements:
 - Improved routes across Town Moor
 - Replacement bridge across Strand Water
 - New route through the St Cloud Way development
 - Toucan crossing over Cookham Road
 - Improved route through Kidwells Park
 - New subway under A4 Bad Godesberg Way
 - Enhancements on King Street
 - Links to Maidenhead Station and NCN4
- Benefits for cyclists:
 - Improved connections to town centre
 - Safe, largely traffic-free route that avoids busy roundabout junctions
 - Reduced severance from A4
- Construction by April 2021



Maidenhead Housing Sites Enabling Works

- £5.3 million scheme
- Junction improvements to tackle congestion hot spots and support planned development / regeneration in Maidenhead
- Key elements:
 - Braywick roundabout (A308(M) / A308 / A330)
 - Stafferton Way roundabout (A308 / Stafferton Way)
 - Castle Hill roundabout (A4 / A308)
 - Cookham Road roundabout (A4 / B4447)
 - Oldfield Road roundabout (A4 / B3028)
 - Ray Mead Road roundabout (A4 / A4094)
- Concept designs focused exclusively on motor vehicle capacity
- Designs will be reviewed and revised, incorporating facilities for pedestrians and cyclists
- Construction by April 2021



Improvements to M4 / BRAYWICK ROAD / WINDSOR ROAD

- New traffic signals provided on Windsor Road
- Additional slip lane added from M4 to Braywick Road to increase roundabout flow capacity
- Additional lane provided on Braywick Road to increase capacity
- Re-refresh of road markings

Legend

- | | |
|--|--|
|  Existing kerb adjusted |  Tree canopy / vegetation |
|  Footway |  New traffic signal |
|  Carriageway | |

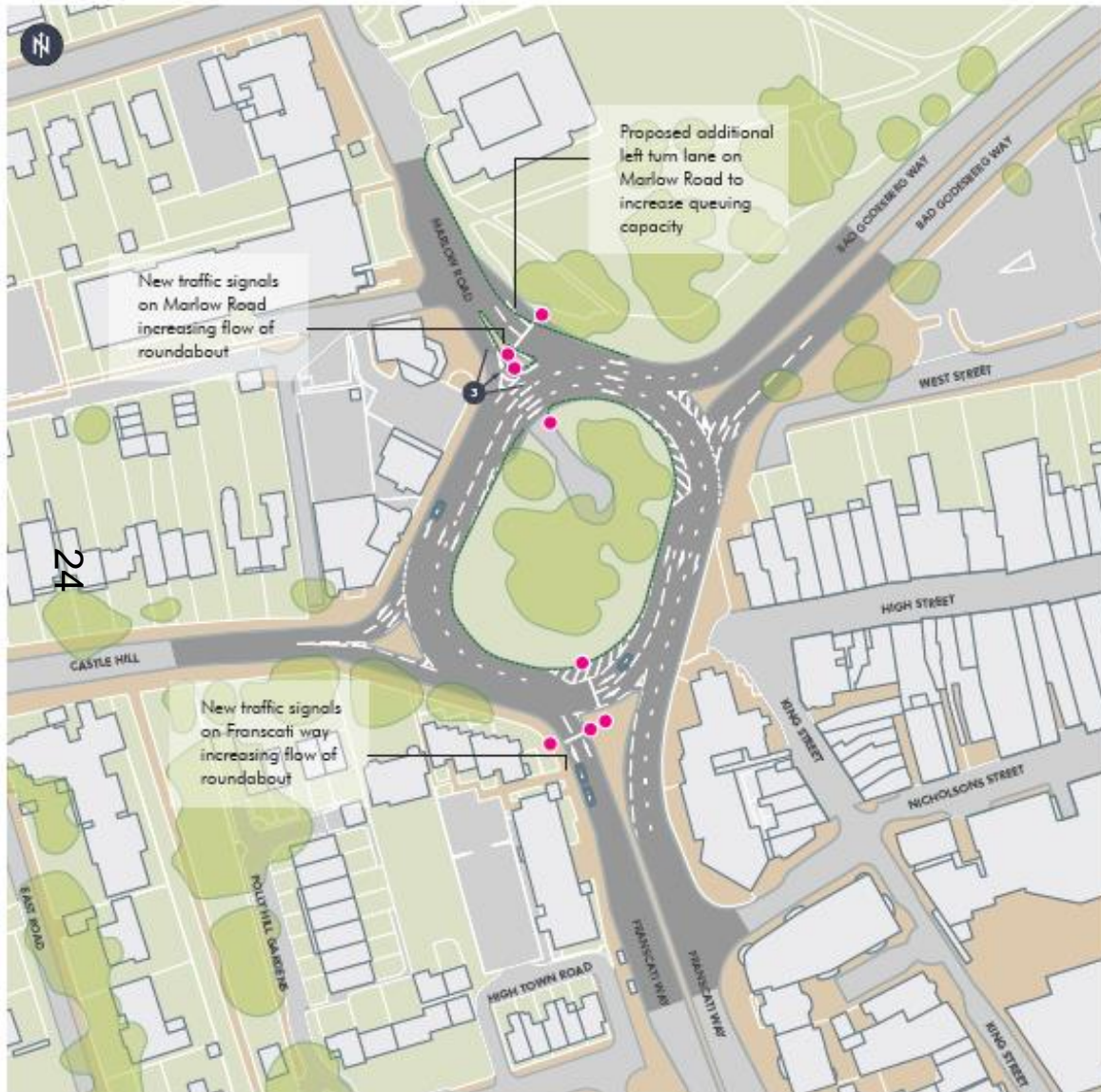


Improvements to BRAYWICK ROAD / STAFFERTON WAY

- Additional queuing lane added on Stafferton Way to increase roundabout flow capacity
- Additional north-bound lane added to roundabout to account for increased U-turn movement from Town Centre
- Re-fresh of road markings

Legend

- Existing kerb adjusted
- Footway
- Carriageway
- Tree canopy / vegetation

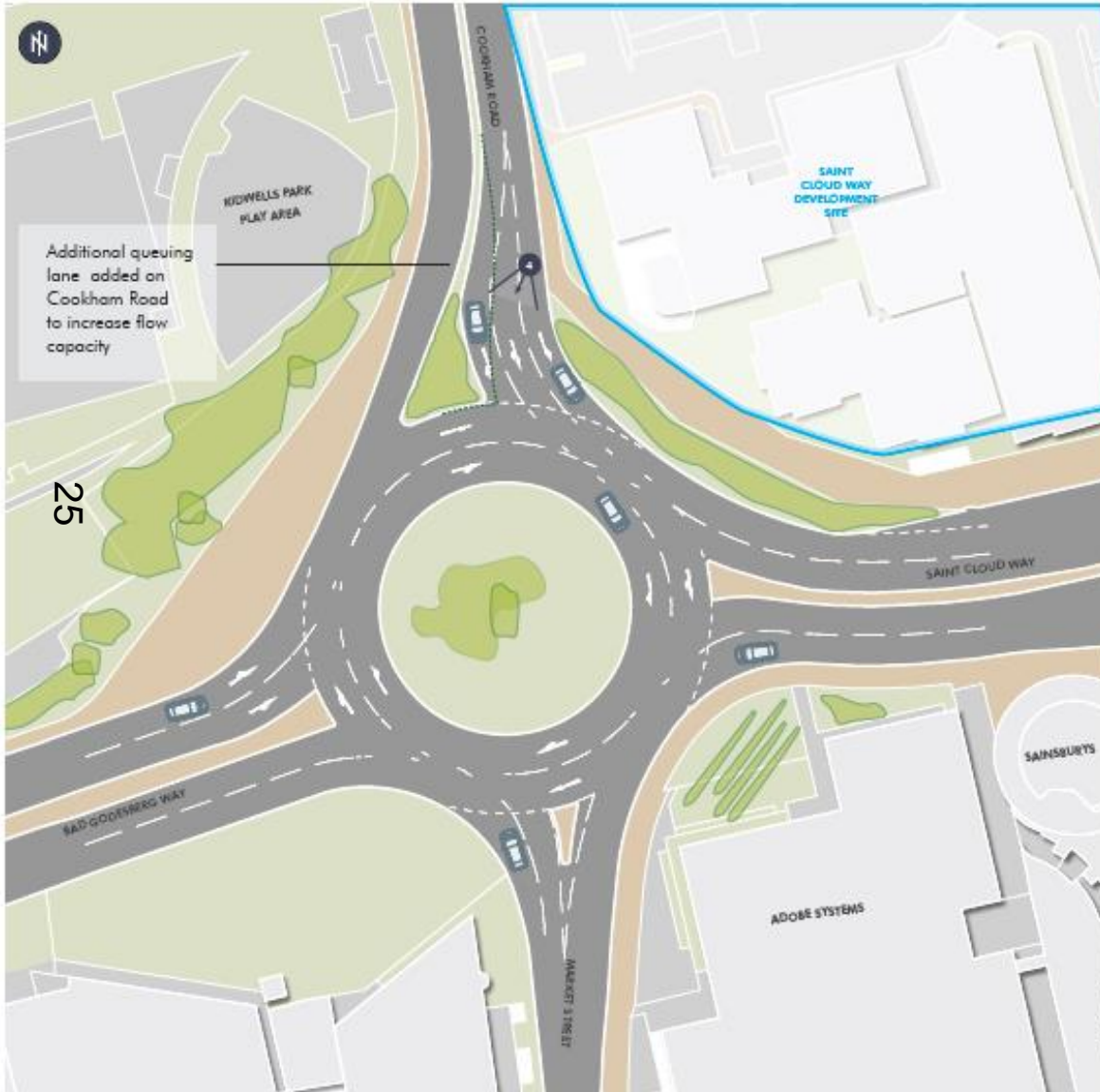


Improvements to Castle Hill / A4

- New traffic signals provided on Marlow Road
- New traffic signals provided on Franschati Way
- Proposed additional left turn lane on Marlow Road
- Re-fresh of road markings

Legend

- Existing kerb adjusted
- Footway
- Carriageway
- Tree canopy / vegetation
- New traffic signal

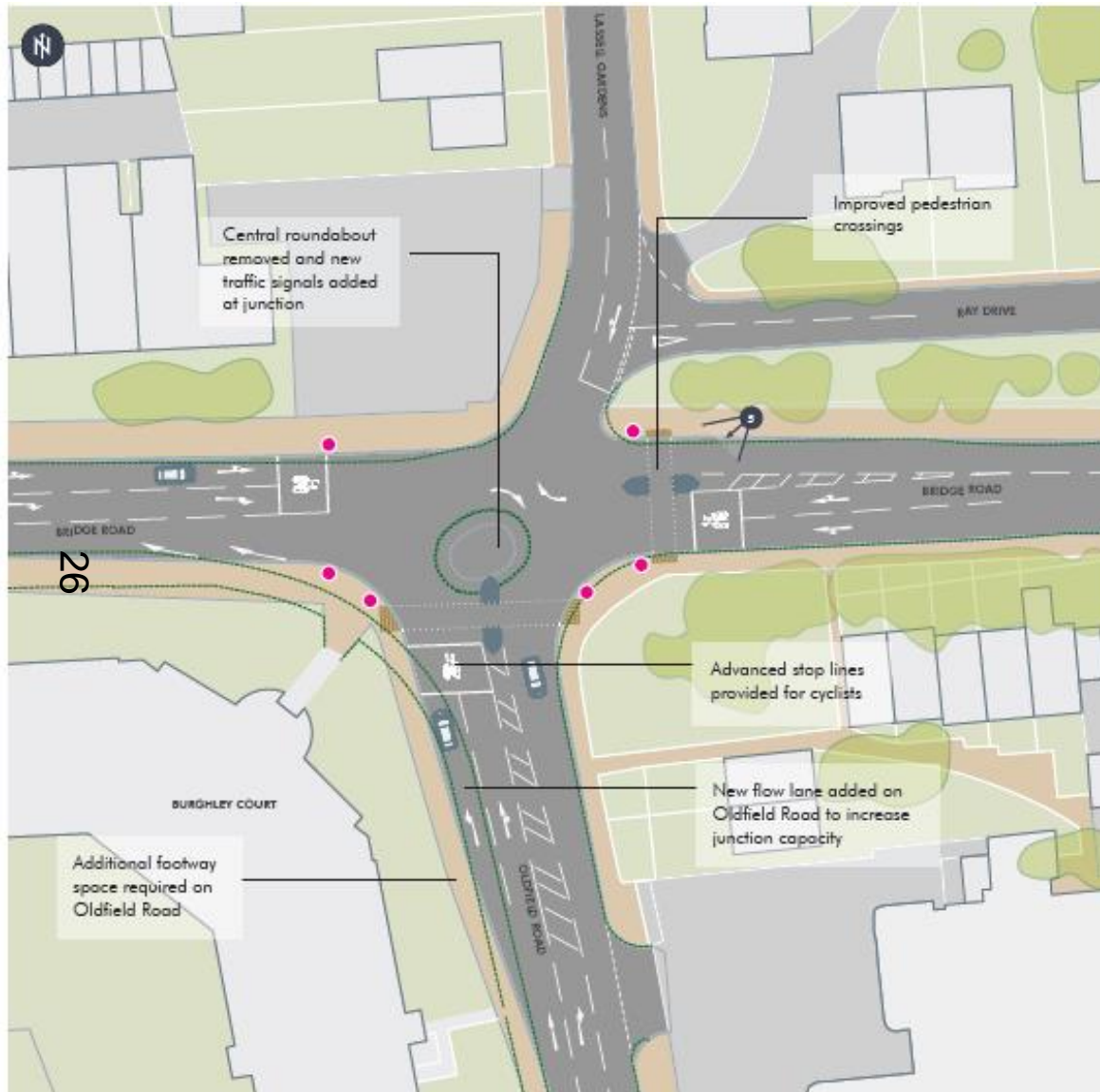


Improvements to Market Street / Cookham Road Junction

- Increased capacity of junction to reduce queuing times
- Additional queuing lane added on Cookham Road
- Adjustment of existing traffic island on Cookham Road

Legend

- Existing kerb adjusted
- Footway
- Carriageway
- Tree canopy / vegetation

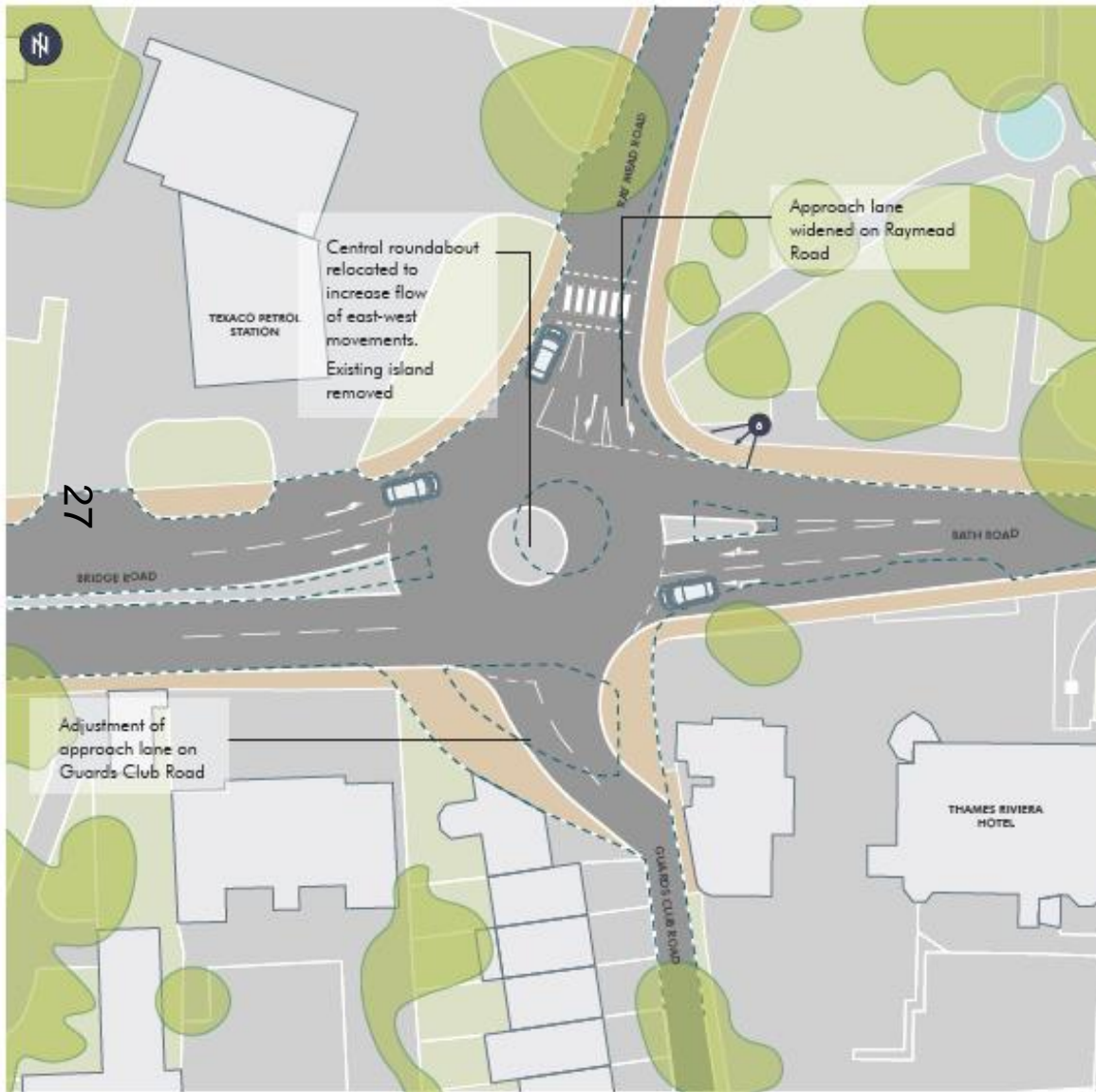


Improvements to Bridge Road / Oldfield Road

- Removal of roundabout and addition of traffic signals
- Improved safety for pedestrians with new signalised crossings
- Additional flow lane added on Oldfield Road
- Advanced stop lines provided for cyclists

Legend

- | | |
|--|--|
|  Existing kerb adjusted |  Tree canopy / vegetation |
|  Footway |  New traffic signal |
|  Carriageway |  New traffic island |



Improvements to Castle Hill / A4

- Central roundabout location adjusted to increase two-lane flow capacity
- Approach lanes simplified / adjusted to increase capacity

Legend

- Existing kerb adjusted
- Footway
- Carriageway
- Tree canopy / vegetation

Public Engagement

- Drop-in sessions held 1 - 2 March
- Further sessions planned 13 - 14 September
- Meetings with affected residents
- Site office at 43 King Street
- Regular newsletter
- 28 ● Social media updates
- Reports to Infrastructure Overview and Scrutiny Panel

ITEM: COOKHAM RECREATIONAL CYCLE ROUTE

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

1. Purpose of the Report

1.1 This report sets out a proposal for a new circular recreational cycle route connecting Maidenhead, Cookham Rise, Cookham and Cookham Dean and invites members of the Cycle Forum to consider what specification they would like for the path, how the scheme could be progressed and what support they could offer.

2. Supporting Information

Background

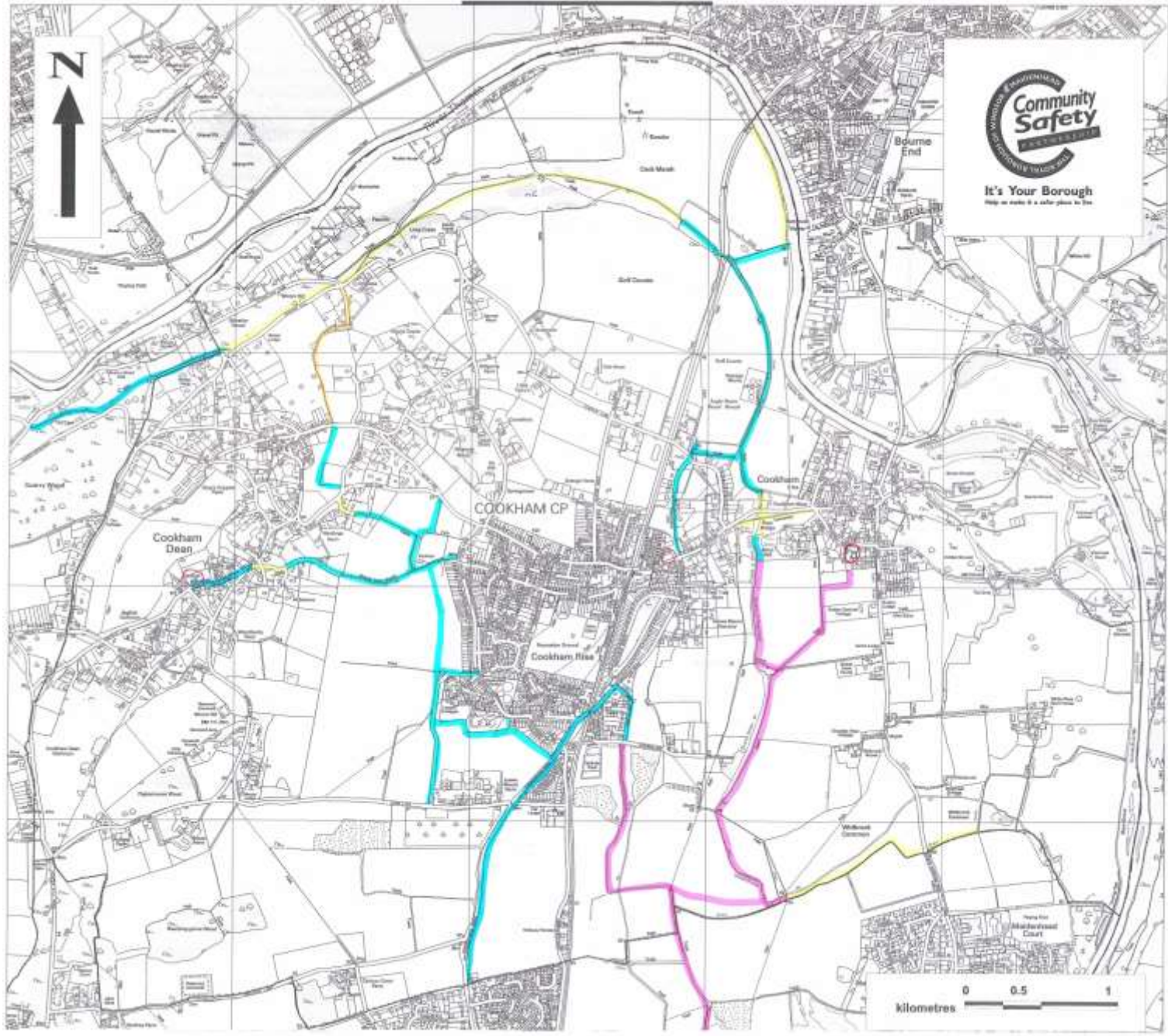
- 2.1 The Royal Borough of Windsor and Maidenhead has been approached by local landowner, Richard Copas, regarding a proposal for a circular recreational cycle route connecting Maidenhead, Cookham Rise, Cookham and Cookham Dean. The proposed route is shown in Appendix 1.
- 2.2 The route is intended to provide a safe, traffic-free, recreational cycle route that would link to the existing National Cycle Network Route 50 (NCN50) between Maidenhead and Cookham Rise that follows a permitted path across the Summerleaze estate.
- 2.3 Previously, NCN50 was inaccessible to the majority of cyclists due to the modified barriers designed to keep out trespassers on mini-motorbikes. However, this issue has since been resolved and the barriers were made accessible when the route was transferred to a new alignment.
- 2.4 Originally, NCN50 was to be extended to Winslow in Buckinghamshire via Bourne End, but plans were put on hold due to the issues at the southern end. Now these have been resolved, there may be renewed interest in extending NCN50 northwards.
- 2.5 The proposed Cookham cycle route would use a combination of established paths across private land and existing public rights of way. The sections of private land are mostly in the ownership of the Copas family, although discussions are underway with a number of third parties. These include the Chartered Institute of Marketing who own Moor Hall, and the National Trust who own Cookham Moor and Winter Hill. It is not proposed to create any new public rights of way as part of the scheme, and the cycle route would have permitted path status, but RBWM would seek to secure long-term commitment to the scheme.
- 2.6 In terms of construction, the preference would be for the route to have an all-weather bound surface that is accessible for the majority of bikes. However, it is recognised that the final specification may need to vary along the route to reflect:
 - The need for access by farm vehicles;

- The need for access by equestrians;
 - The impact on landscape and heritage in sensitive locations.
- 2.7 There are some challenging sections, such as on Winter Hill where the slope would allow cyclists to gather significant momentum that could prejudice the safety of other path users. Also, horses could struggle with traction on this section if a conventional bound surface is used. We will seek to address these issues through discussion with various stakeholders and user groups.
- 2.8 It is intended to brand the route, with a suitable name and a coherent family of wayfinding signs and marker posts. There may also be potential for information boards to provide details about the local area and its wildlife, landscape and heritage.
- 2.9 Although the proposal is identified within the adopted Cycling Action Plan, its status as a recreational facility means that it is not a high priority for delivery, and so significant council funds are unlikely to be allocated to the scheme in the short to medium term. This means that alternative funding mechanisms will need to be explored.
- 2.10 Developer contributions may be sought for any new residential or commercial developments in the area. Also, there may be opportunities to secure funding through Landfill Tax Grants by relevant environmental bodies, but this would require partnership working with appropriate voluntary groups / charities to access funds. Additionally, opportunities to secure government funding will be kept under review and bids may be submitted as and when suitable funding is made available.

3. Recommendations

- 3.1 It is recommended that the Cycle Forum notes the content of this report and endorses the proposal to develop the recreational cycle route.**

APPENDIX 1 – PROPOSED ROUTE



ITEM: A404 BRIDLEWAY LINK

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

1. Purpose of the Report

- 1.1 This report outlines progress with the design and delivery of a new shared use path alongside the A404 to connect Hurley Lane and Bradenham Lane, which is being delivered in conjunction with Highways England.

2. Supporting Information

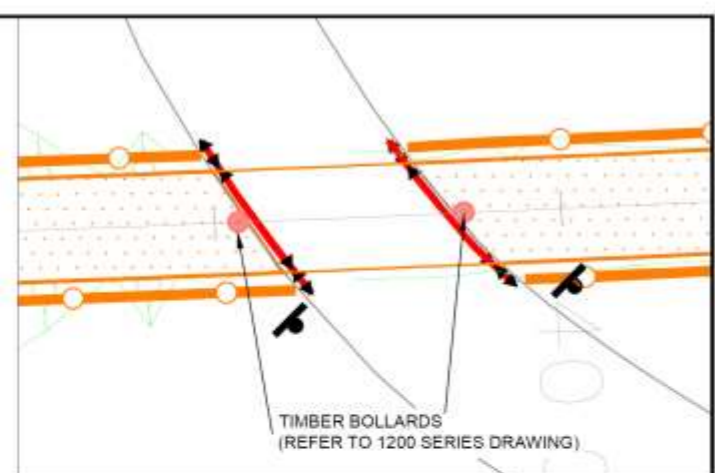
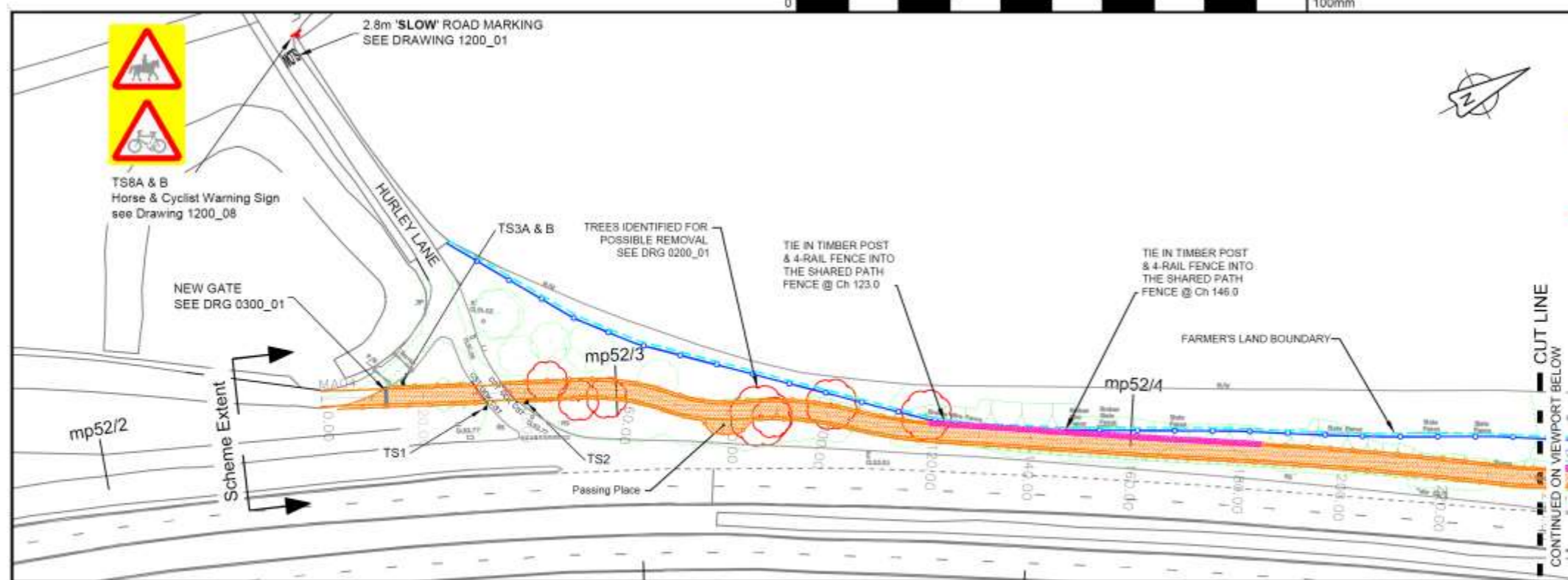
Background

- 2.1 RBWM has managed to secure funding as well as design and implementation support from Highways England for a new shared path along the western boundary of the A404 linking Hurley Lane and Bradenham Lane.
- 2.2 The scheme is funded through the Cycling, Safety and Integration Fund, which seeks to address severance issues created by the strategic road network.
- 2.3 It completes a missing link in the public rights of way network between Maidenhead, Bisham and Marlow. It is accessed via Dungrovehill Lane (a lightly trafficked rural road) and an established permitted bridleway under the A404 to Hurley Lane.
- 2.4 The new shared path will be set back from the A404 part-way down the embankment. This will cross Bradenham Lane to link to a new permitted path behind the hedge on the eastern side of the lane, emerging opposite the access to Temple Farm at the end of the one-way section of Bradenham Lane. The permitted path and bridleway will provide a two-way link for walkers, cyclists and equestrians.
- 2.5 Construction of the bridleway link should be completed in May 2019.

3. Recommendations

- 3.1 It is recommended that the Cycle Forum notes the content of this report.

APPENDIX 1 – PROPOSED ROUTE

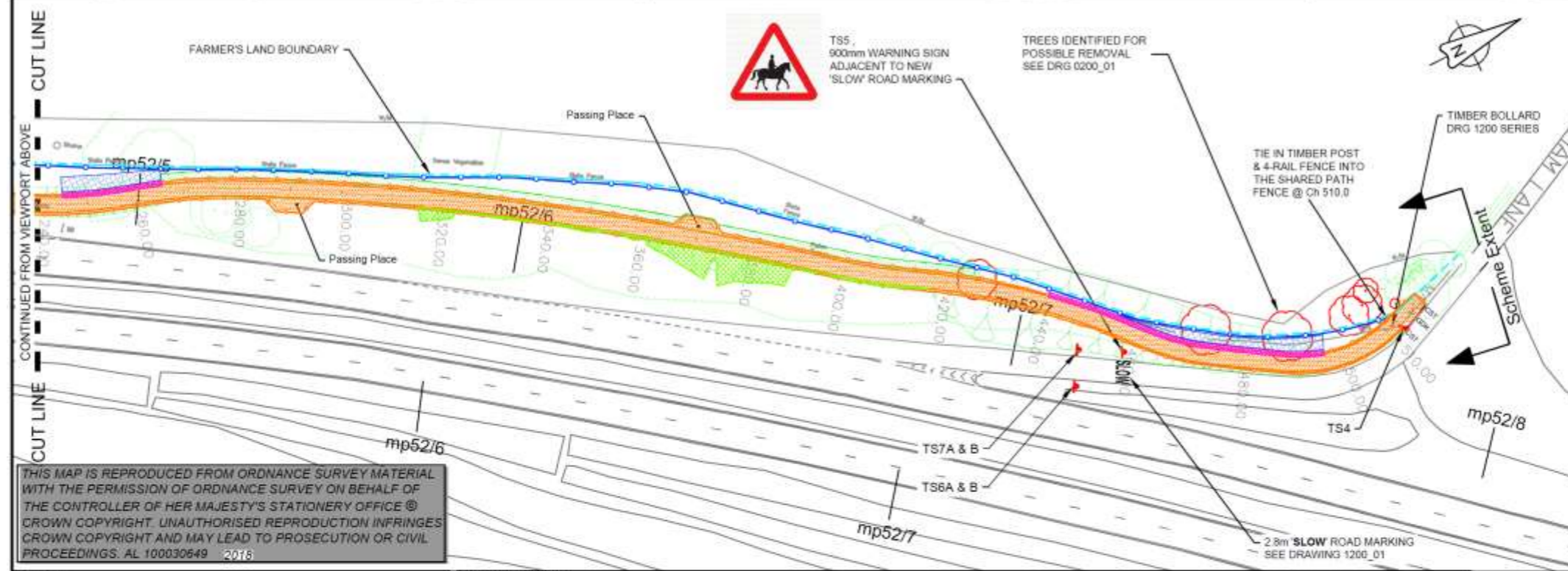


NOTES

1. THIS DRAWING SHOULD BE USED FOR THE PURPOSES INTENDED.
2. THIS DRAWING WAS PREPARED WITH INFORMATION AVAILABLE AT THE TIME, CONTRACTOR SHALL SATISFY THEMSELVES AS TO THE ACCURACY OF THE INFORMATION, ANY DISCREPANCIES SHALL BE AGREED WITH THE OVERSEEING ORGANISATION PRIOR TO ANY WORK COMMENCING.

KEY

- PROPOSED SHARED FOOTWAY REFER TO DRAWINGS 1100_01
- PROPOSED SECTIONS GABION BASKET. REFER TO 0600 SERIES DRAWINGS.
- PROPOSED AREA BEHIND GABION BASKETS TO BE LEVELED AND WHERE POSSIBLE REMAINING STOCKPILED MATERIAL TO BE REGRADED TO 1 IN 2.5 GRADIENT.
- PROPOSED AREA TO USE STOCKPILED SUITABLE MATERIAL STORED ON SIDE AND RE-PROFILED. AREA TO BE GRASS SEEDING.
- TREES IDENTIFIED FOR REMOVAL, TO BE AGREED & MARKED OUT ON SITE WITH ENVIRONMENTAL ENGINEER BEFORE EXCAVATION WORK STARTS. REFER TO DRAWING 0200_01
- PROPOSED TIMBER POST AND 4-RAIL FENCING OF SHARED PATH REFER TO DRAWING 0300_01
- EXISTING FARMER'S LAND BOUNDARY & SECTIONS OF SLATE FENCE
- PROPOSED LENGTH OF TIMBER POST AND 4-RAIL FENCING ALONG HIGHWAY BOUNDARY.
- TSxx PROPOSED SIGNS. REFER TO 1200 SERIES DRAWING.
- CST PROPOSED MARSHALLS 45° SPLAYED TRANSITION CONSERVATION KERBS OR SIMILAR APPROVED. ASSUMED COLOUR SILVER GREY. REFER TO DRAWING 1100_01
- GDK GRANITE SETTS TO BE LAID AS DROPPED KERB ASSUMED COLOUR SILVER GREY WITH 12mm UPSTAND REFER TO DRAWING 1100_01



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CLIENT

AGENT

SCHEME NAME A404 BISHAM SHARED ROUTE		
DRAWING TITLE GENERAL ARRANGEMENT		
DRAWN : JB	SCALE : 1:1000	DRAWING STATUS
DESIGN : JB	DIMENSIONS : m	WORK IN PROGRESS
CHKD : OB	ORIG DWG SIZE: A3	PRELIMINARY DRAWING
APPD : TP	COPYRIGHT © KIER	
DATE : 23/02/18		
SUITABILITY: A	FOR CONSTRUCTION	

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REV	DETAILS	CHKD	APPO	DATE
DRAWING NUMBER				SCHEME REFERENCE No.
PROJECT	ORIGINATOR	VOLUME		1230030
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