

**NOTICE
OF
MEETING
LOCAL ACCESS FORUM**

will meet on

THURSDAY, 7TH JULY, 2022

at

6.30 pm

in

GREY ROOM - YORK HOUSE, ON [RBWM YOUTUBE](#)

TO: MEMBERS OF THE LOCAL ACCESS FORUM

COUNCILLOR MAUREEN HUNT, COUNCILLOR PHIL HASELER AND
COUNCILLOR JULIAN SHARPE & [EXTERNAL MEMBERS](#)

Karen Shepherd
Head of Governance
Issued: 29 June 2022

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 **Laurence Ellis** Laurence.Ellis@rbwm.gov.uk

Recording of Meetings – In line with the council's commitment to transparency the Part I (public) section of the virtual meeting will be streamed live and recorded via Zoom. By participating in the meeting by audio and/or video, you are giving consent to being recorded and acknowledge that the recording will be in the public domain.

If you have any questions regarding the council's policy, please speak to Democratic Services or Legal representative at the meeting.

AGENDA – PART 1

ITEM	SUBJECT	TIME	PERSON	PAGE NO
1.	Welcome, Apologies and Introductions	20 mins	Chairman	-
	a) Declarations of Interest	-	All	3 - 4
	b) Approval of Minutes - 2nd December 2021	-	Laurence Ellis	5 - 14
	c) Matters arising from the last meeting	-	Jacqui Wheeler	15 - 24
2.	Membership Update	2 mins	Chairman/ Laurence Ellis	25 - 26
3.	Sub-Groups Reports	15 mins	Sub Groups	-
	a) Multi-User Subgroup	-	Trisha Mentzel	27 - 34
	b) Accessibility Working Group - Walks For All Project	-	Lisa Hughes/ Steve Gillions	35 - 36
	c) Cycling Groups Updates	-	Susy Shearer/ Martin Richardson	37 - 40
4.	Biodiversity Action Plan Progress	10 mins	Jason Mills	Verbal Report
5.	Quiet Lanes discussion & request for Coningsby Lane	5 mins	Lisa Hughes/ Jacqui Wheeler	41 - 42
6.	LCWIP consultation and update on progress - what should the LAF do next?	10 mins	All	43 - 74
7.	LAF Chairs Meeting	10 mins	Jacqui Wheeler	75 - 76
8.	Horizon Scanning - Upcoming Planning Consultations with LAF, Shared Use Campaign and Volunteers Updates	5 mins	Jacqui Wheeler	Verbal Report
9.	Date of Next Meeting <ul style="list-style-type: none"> • Tuesday 6 December 2022 	-	Chairman	-

MEMBERS' GUIDE TO DECLARING INTERESTS AT 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 Disclosable Pecuniary Interest (DPI) or Other Registerable 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.

Any Member with concerns about the nature of their interest should consult the Monitoring Officer in advance of the meeting.

Non-participation in case of Disclosable Pecuniary Interest (DPI)

Where a matter arises at a meeting which directly relates to one of your DPIs (summary below, further details set out in Table 1 of the Members' Code of Conduct) you must disclose the interest, **not participate in any discussion or vote on the matter and must not remain in the room** unless you have been granted a dispensation. If it is a 'sensitive interest' (as agreed in advance by the Monitoring Officer), you do not have to disclose the nature of the interest, just that you have an interest. Dispensation may be granted by the Monitoring Officer in limited circumstances, to enable you to participate and vote on a matter in which you have a DPI.

Where you have a DPI on a matter to be considered or is being considered by you as a Cabinet Member in exercise of your executive function, you must notify the Monitoring Officer of the interest and must not take any steps or further steps in the matter apart from arranging for someone else to deal with it.

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 (other than from the council) made to the councillor during the previous 12-month period for expenses incurred by him/her in carrying out his/her duties as a councillor, or towards his/her 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 council.
- Any licence to occupy land in the area of the council for a month or longer.
- Any tenancy where the landlord is the council, and the tenant is a body in which the relevant person has a beneficial interest in the securities of.
- Any beneficial interest in securities of a body where:
 - a) that body has a place of business or land in the area of the council, 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.

Disclosure of Other Registerable Interests

Where a matter arises at a meeting which **directly relates** to one of your Other Registerable Interests (summary below and as set out in Table 2 of the Members Code of Conduct), you must disclose the interest. **You may speak on the matter only if members of the public are also allowed to speak at the meeting** but otherwise **must not take part in any discussion or vote on the matter and must not remain in the room unless you have been granted a dispensation**. If it is a 'sensitive interest' (as agreed in advance by the Monitoring Officer), you do not have to disclose the nature of the interest.

Other Registerable Interests (relating to the Member or their partner):

You have an interest in any business of your authority where it relates to or is likely to affect:

- a) any body of which you are in general control or management and to which you are nominated or appointed by your authority*
- b) any body*
 - (i) exercising functions of a public nature*
 - (ii) directed to charitable purposes or*

one of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union)

Disclosure of Non- Registerable Interests

Where a matter arises at a meeting which **directly relates** to your financial interest or well-being (and is not a DPI) or a financial interest or well-being of a relative or close associate, you must disclose the interest. **You may speak on the matter only if members of the public are also allowed to speak at the meeting** but otherwise **must not take part in any discussion or vote on the matter and must not remain in the room unless you have been granted a dispensation**. If it is a 'sensitive interest' (agreed in advance by the Monitoring Officer) you do not have to disclose the nature of the interest.

Where a matter arises at a meeting which **affects** –

- a. your own financial interest or well-being;
- b. a financial interest or well-being of a friend, relative, close associate; or
- c. a body included in those you need to disclose under DPIs as set out in Table 1 of the Members' code of Conduct

you must disclose the interest. In order to determine whether you can remain in the meeting after disclosing your interest the following test should be applied.

Where a matter **affects** your financial interest or well-being:

- a. to a greater extent than it affects the financial interests of the majority of inhabitants of the ward affected by the decision and;
- b. a reasonable member of the public knowing all the facts would believe that it would affect your view of the wider public interest

You may speak on the matter only if members of the public are also allowed to speak at the meeting but otherwise **must not take part in any discussion or vote on the matter and must not remain in the room unless you have been granted a dispensation**. If it is a 'sensitive interest' (agreed in advance by the Monitoring Officer, you do not have to disclose the nature of the interest.

Other declarations

Members may wish to declare at the beginning of the meeting any other information they feel should be in the public domain in relation to an item on the agenda; such Member statements will be included in the minutes for transparency.

Public Document Pack Agenda Item 1b

ROYAL BOROUGH OF WINDSOR AND MAIDENHEAD

LOCAL ACCESS FORUM MEETING MINUTES

2 December 2021

ATTENDANCE LIST

Name	Interest area
Geoff Priest	Hurley Parish Council
Lisa Hughes	User - Walker
Councillor Maureen Hunt	RBWM
Councillor Phil Haseler	RBWM
Councillor Julian Sharpe	RBWM
Alan Keene	Bisham Parish Council
Steve Gillions	User - Walker
James Copas	Landowner
Susy Shearer	User - Cyclist
Trisha Mentzel	User – Horse Rider
Mark Howard	Cookham Parish Council
Jacqui Wheeler	RBWM – LAF Secretary
Mark Beeley	RBWM – LAF Clerk

OBSERVERS

Councillor Gurpreet Bhangra

APOLOGIES

Name

Anne Woodward
Lynn Penfold

**ROYAL BOROUGH OF WINDSOR AND MAIDENHEAD
LOCAL ACCESS FORUM
2 December 2021
MINUTES**

ACTION

1 Welcome, Apologies and Introductions

The Chairman welcomed all to the meeting and asked those present at both York House and on the Zoom call to introduce themselves.

Apologies for absence were received from Anne Woodward and Lynn Penfold.

2 Declarations of Interest

There were no declarations of interest received.

A) APPROVAL OF MINUTES - 5TH JULY 2021

RESOLVED UNANIMOUSLY: That the minutes of the meeting held on 5th July 2021 were approved as a true record, provided the following amendments were made:

- In Item 8 – Milestones Statement, it was corrected to say: “Susy Shearer agreed with this comment and said that educating cyclists and pedestrians was also important.”
- In Item 10 – All Sub Group Meeting, it was corrected to say: “Susy Shearer said that the Cycling Action Group wanted to join up cycling Provision across the whole borough and they welcomed new ideas.”

3 Matters arising from the last meeting

Jacqui Wheeler, Parks and Countryside Access Officer, said that a joint Local Access Forum (LAF) Chairman’s meeting with local authorities was still outstanding and had not yet been organised.

Councillor Sharpe asked why this had taken so long.

Jacqui Wheeler explained that she had not heard anything further from the other LAFs, there had been an initial enthusiasm for a meeting from officers and Chairman but nothing had been arranged so far.

The Chairman added that each LAF had different priorities, efforts could be made to see if a meeting could be held in the spring. Having the meeting virtually could help progress. It had been around four years since the last meeting.

Jacqui Wheeler updated the LAF on Battlemead Common, which had been approved by Cabinet in September 2021. The causeway would be due to open in April 2022 after some fencing had been put in, with planting to follow. There was an ongoing consultation with the LAF on the Milestones Statement, running totals were: 7 major surface repairs, 9 bridge repairs and 10 access improvements.

The Chairman commented that the Public Rights of Way team had done a good job under difficult and demanding circumstances.

Councillor Hunt asked if the volunteers had helped with the work the team had undertaken.

Jacqui Wheeler confirmed that the conservation volunteers from Reading had been undertaking work on things like surface repairs. They were a productive group and were always looking for more local volunteers. Work had also been done in collaboration with the youth offending team and Ways into Work.

Councillor Sharpe asked if there was a local volunteer group in the borough which could be used.

Jacqui Wheeler said that the conservation volunteers were based in Reading but did work across Berkshire. The Windsor and Maidenhead volunteer team did work on things like nature reserves and had therefore not done much on public rights of way.

Councillor Sharpe said that RBWM did a lot of good work with volunteers and believed that some of them could be able to help with the projects that had been discussed.

4 **Membership Update**

The Chairman said that he had a meeting with the Berkshire College of Agriculture, where the LAF had been discussed. Windsor was slightly out of the way so they did not attend the meeting but contact details had been given to the student development officer.

Jacqui Wheeler said that she had sent out an invite to all parish councils asking them to nominate people to join the LAF. Three applications had been received, with one applicant present at the meeting. This had taken the LAF membership up to 16, there were two possible nominees from Eton, while Cox Green had shown an interest. Jacqui Wheeler said that it would be good to have more cycling representatives on the Forum.

The Chairman said one of the applications had come from Councillor Sharpe's part of the borough, which was important in ensuring that the LAF represented all of RBWM. He suggested it would be useful to add some more landowners to the Forum, there was no representative from the National Trust due to the movement of officers.

Jacqui Wheeler said that she was happy to contact the National Trust again.

ACTION – Jacqui Wheeler to contact the National Trust to see if there was a representative who could join the LAF.

5 **Sub Groups Verbal Reports**

The LAF considered an update from each sub group.

6 **Multi-User Sub Group**

Trisha Mentzel gave an update on the multi-user sub group. There had initially been a suggestion for a horse route to be created at the back of Ockwells Park, by Thrift Wood on the south side of the cut. However, this area of land was often very wet and muddy and therefore was not suitable for horse riders. The north side of the cut was more suitable and connected with another bridleway. There was difficulty getting across, there was an old agricultural bridge along with a wooden pedestrian bridge. The wooden bridge had a step up so it needed to be altered, but this would allow those in wheelchairs and horse riders to use the bridge. Jacqui Wheeler had contacted engineers at the council about this but had not yet heard back.

Councillor Sharpe asked if the bridge could be used by both disabled people and horse riders.

Trisha Mentzel said that there was the potential for both groups to use the bridge but not at the same time.

Jacqui Wheeler said that the bridge would need to be checked before any changes could be made, it was originally built for pedestrians only. Once it had been checked, horse riders would be able to use it. This showed that RBWM wanted to give horse riders permitted access to get them off the roads.

Councillor Sharpe asked why this was happening, horse riders made up a very small percentage of the population.

The Chairman explained that it was an area that could be used by horse riders and would help to get them off the road. The LAF was equal amongst all users but sharing disabled and horse access would be difficult so a lot of work would need to be done.

Councillor Haseler said that he was surprised to hear the proposals that had been outlined in the update. The last thing he had heard was that horse riders would be given permission to ride south of the cut. He felt that it would be good to consult with the two local councillors, himself and Councillor McWilliams. There had been an outcry from local residents when horse riders had been using this area in the past and therefore the LAF needed to be mindful. Councillor Haseler said that he was not against horse riders using the area, it was just important to be mindful of public expectations. Social media could be used to communicate with residents and make them aware of the changes that could happen.

The Chairman agreed that better communication was needed but clarified that the proposals were not a definite plan.

Mark Howard also agreed with the point on better communication being vital. In his area, there were not many horse riders but a significant number of cyclists and pedestrians. He felt that the focus on resources for each group should be balanced proportionally.

Lisa Hughes commented on the size of each user group being considered. 1 in 6 people in the borough had a disability and the amount of money that was provided for improvements to footpaths and pavements should therefore reflect this. Lisa Hughes lived in the north of the borough and often walked her dog in Pinkneys Green. There was a permitted path for horse riders and there had been no incidents between horses and other pedestrians. Lisa Hughes questioned what the issue was with the bridge that had been discussed, there was a small percentage of wheelchair users and they could still get out of the way if a horse was coming.

The Chairman said that everyone in the borough paid council tax and therefore all were entitled to their freedom. It could be hard to judge how many of each group there were and some parts of the borough would not be suitable for all users. Cyclists received more capital than anyone but the LAF was looking at routes where all users could use them.

Mark Howard said it was important to communicate decisions effectively on how and why they had been made, particularly justifying the financial rationale. This had been a problem in Bisham, where a large amount of money was spent on a bridleway and a number of residents had raised it as an issue.

The Chairman said he agreed with the comments on communication.

Jacqui Wheeler said that having the bridleway access on the north side of the cut was not confirmed, it was an ongoing situation. A lot of work would be needed on the south side of the cut to allow horse riders to use this land, the surface on the north side was more appropriate. The proposals would be consulted on and communicated with residents and interested parties before a decision was made.

Trisha Mentzel said that horse riding usually did not produce any incidents with other path users, so it should not be an issue in this area.

7

Accessibility Working Group

Steve Gillions explained that there had been six pilot walks on the 'Walks for All' project, which identified those parts of the network that less able people had difficulty using. The progress that had been made on the six projects was as follows:

- Boulters Lock – survey had been completed.
- The Greenway – survey had been completed and report had been written up.
- Battlemead Common – survey had been completed but the write up had not yet been completed. Steve Gillions needed the definitive route of the Causeway path before this route could be finished.
- Cock Marsh and Ockwells Park – this was still to be completed.
- Runnymede – it was proposed that this route was deferred as the National Trust had a plan to improve all the paths in this area.

Steve Gillions explained that some of the main issues that had been encountered were path surfacing problems and levelling of steps. Any issues that had been spotted were flagged up to RBWM and they had been amended quickly. Barriers at some sites, which were used to prevent motorbikes, could also prevent those with wheelchairs or push chairs from accessing the path. The missing link at St Clouds Way was now under construction so the situation in this area had been improving. Steve Gillions believed that issues could be easily resolved if RBWM had a published standard for path construction and surfacing which could help solve problems with multi-user footpaths. Communication between departments at the council could also be improved, particularly between rights of way and highways. A published planned programme for path improvements that could be discussed before it was implemented would be useful.

Considering the Walks for All project, there were two areas where external support was needed, in mapping the routes and publishing the routes. RBWM Together would be a sensible place for the routes to be published. Steve Gillions requested that Walks for All members were allowed to meet with the Head of Transformation and the Parks and Countryside Manager to discuss the project.

Lisa Hughes passed on her thanks to Steve Gillions for completing the write ups of the various different routes that were part of the project. She explained that the routes were not linear, there were several different options that users could pick when completing a walk. For example, on the Greenway there were a number of interlinked paths which could be used. Lisa Hughes commented on a path at the back of the Braywick Leisure Centre, the path still did not have a finished surface which made it difficult for wheelchair users.

Jacqui Wheeler confirmed that the path at Braywick would be resurfaced soon which would fix the issues which had been raised.

The Chairman said that communication was important and discussions should be had with officers at RBWM on the aspects of help that Steve Gillions had requested.

ACTION – Jacqui Wheeler to investigate who at RBWM would be best to discuss publishing the Walks for All project on the website.

Councillor Sharpe asked for clarification on where the six walks were located in the borough, he felt that residents from the rest of RBWM would gain no benefit from the work that had been done. Councillor Sharpe said there was nothing south of Maidenhead and felt that it was not inclusive, the LAF was a borough wide Forum.

Steve Gillions said that there had been six pilot areas to see if the idea worked, with the aim being easy access to a central hub where walks could be started. The plan for the project was to look at other areas of the borough after the initial six walks had been completed.

Councillor Sharpe said that he knew a footpath in his ward which could do with an upgrade to allow those with disabilities to use it, he requested that this was added to the list.

The Chairman said that it depended on the council to take the project further and implement the changes that had been recommended. Parish councils had been made aware of the project but there had been little interest in the south of the borough.

Councillor Sharpe said that the project needed to be more inclusive, it was not just about Maidenhead.

The Chairman felt that Councillor Sharpe was missing the point, the north of the borough had expressed an interest in being involved in the Walks for All project, the south of the borough had not. Steve Gillions and Lisa Hughes were unable to look at paths all over the borough at this stage. If the concept could be proved as a success, it could spread its wings and encompass more of the borough.

Lisa Hughes commented that this had been raised by Councillor Sharpe at previous LAF meetings. It needed to be considered in context, Lisa Hughes said that she was disabled and a volunteer, she did not have the capability to go down to areas in the south of the borough. She felt like the comments from Councillor Sharpe had been a personal attack rather than constructive feedback.

8 Cycling Action Group

Susy Shearer gave an update from the Windsor and Maidenhead Cycling Action Group. The group had met four times since July 2021, to discuss the following topics:

- Ideas, information including mapping tools, in relation to the RBWM Local Cycling and Walking Infrastructure Plan (LCWIP). This was being developed by Tim Golabek and Project Centre staff and incorporated information drawn from discussions with councillors as well as

engagement events with local communities and stakeholders.

- Matters related to RBWMs decision to implement PSPOs in the pedestrianised areas of Windsor and Maidenhead town centres and the implications for cycling. The group wrote to and received a written response from RBWM and were in discussions with Councillor Clark and Tim Golabek. A meeting was being planned in order to discuss the matter.
- Supported the Launch of the Windsor Cycle Hub, based at the community hub at The Swan, Clewer Village. Windsor Cycle Hub currently ran a weekly 'Bike Kitchen' on Saturdays from 11am-noon as well as organising a programme of Led Rides which took place most Saturdays, leaving from the Swan at 11:30am.
- Cycling security and safety matters included a presentation by Jeffrey Pick from Thames Valley Police. The police had also held successful 'Bike Marking' sessions and hoped to be able to continue to provide these sessions on a regular basis.

Jacqui Wheeler asked how far the cycling routes were which took place on Saturdays at the Swan.

Susy Shearer said that the routes were graded in terms of difficulty and were usually a couple of miles radius from the Swan.

9 Consultation Response - Active Travel /LCWIP

The Chairman commented that some of the consultations had very short response times, which often made it difficult for the LAF to be consulted in full.

Jacqui Wheeler said that an update had been attached to the agenda from Tim Golabek on the Local Cycling and Walking Infrastructure Plan (LCWIP). The plan was currently being written after responses to the consultation had been received from stakeholders and key walking and cycling routes would be developed. The LAF had received a response acknowledging that their comments had been considered. A draft of the LCWIP was not yet available but Jacqui Wheeler would be informed once it was and she would let LAF Members know. Another consultation, on the RBWM budget, had started today and details had been circulated by Mark Beeley, the clerk for the LAF.

10 Draft LAF Annual Report

The Chairman said that a report needed to be supplied to Natural England on the work of the LAF over the course of the year April 2020 to the end of March 2021. The report highlighted positive LAF activities and also plans for the future year. It was planned that the report would be submitted shortly and would also be published on the RBWM website.

11 Diversion Application Cookham FP17 & part FP59

Jacqui Wheeler explained that the Rights of Way and Highway Licensing Panel had agreed the diversion order in October 2021, contrary to officers recommendation. The diversion order would be made and a consultation on the diversion would go out for a statutory period of 28 days, in early 2022. A report would then go back to the Rights of Way and Highway Licensing Panel with any objections or support and the Panel would then decide whether to refer the matter to the Secretary of State, which could result in a public enquiry to determine the orders. The LAF would have an opportunity to respond to the

consultation, a mixed response could be given if there was no consensus amongst Members of the Forum.

The Chairman said that the comments submitted from the LAF on the original application had been from himself and the Vice Chairman of the Forum. It was important to discuss the issue amongst the Forum to determine what the approach should be.

Mark Howard asked if the application was to replace a public footpath with a permitted footpath.

The Chairman said that this was correct for the original application.

Steve Gillions said that the permitted footpath would become a public right of way for mixed use. He asked if the LAF could be notified once the consultation had gone live.

Jacqui Wheeler confirmed that all LAF Members would be notified.

12 Corporate Plan Update

Jacqui Wheeler updated the Forum as the RBWM Corporate Plan had been agreed at a recent meeting of Full Council. This plan set out the council's priorities and how it would achieve change over the next five years. The plan was broken down into three key objectives on thriving communities, inspiring places, and a council trusted to deliver its promises. The full plan was available online, one of the key priorities was around climate change and allowing the natural environment to thrive, which related closely to the work of the LAF.

13 Borough Local Plan - Next Steps

Jacqui Wheeler said that the Borough Local Plan (BLP) had come together and the main modifications to the plan were currently being considered by the Planning Inspector. A report was due to be issued shortly and it was planned that the BLP would be taken to Full Council for consideration at the end of December 2021. Should it be approved, the BLP would be the primary planning document, work could then start on Supplementary Planning Documents. There were plans for stakeholder engagement events and the LAF was on the list of attendees for these events.

The Chairman said that when the first draft plan was published, the LAF went through it in detail to see where changes to footpaths had been suggested. This had been submitted to the Head of Planning at the time. The Chairman said that he hoped the LAF would be able to see the new plan and consider any changes to footpaths which had been proposed.

14 Horizon Scanning - Milestones 2022-23 Consultation in Feb 2022, Planning Consultations with LAF, Volunteers Updates

Jacqui Wheeler said that the Milestones consultation was due soon, which would set out the council's targets and objectives for the year ahead. If there were areas for improvement, LAF Members were suggested to get in touch. The south west Maidenhead place making consultation was also coming up. The Oxfordshire Countryside Access Forum were currently considering the vulnerability of public rights of way to severe weather and the impact this could have, it was something that rights of way teams needed to consider. Jacqui Wheeler suggested that any issues could be brought forward by Members to be considered by the LAF.

Councillor Sharpe said that it would be useful to circulate a briefing note

covering the items discussed. It was agreed that the information would be included in the minutes.

Steve Gillions said it would be useful on the climate change issue if someone from the rights of way team brought a paper to the LAF to outline what the issues were.

The Chairman said that it was a good suggestion and could be investigated for the next meeting of the LAF in summer 2022. On the Milestones consultation, parish councils in the south of the borough would be emailed to make them aware.

Susy Shearer said that work was ongoing to produce the Biodiversity Action Plan, in conjunction with various Wild groups in the borough.

Jacqui Wheeler said it would be useful to have someone who was working on the Biodiversity Action Plan attend the next LAF meeting.

ACTION – Jacqui Wheeler to invite representative from the Biodiversity Action Plan to the next meeting of the LAF.

15 Date of Next Meeting: TBC June/July 2022

Members of the Forum noted that the date of the next meeting would be confirmed after Full Council in February 2022. The exact date would be communicated by Democratic Services in due course.

The meeting, which started at 6.30 pm, ended at 8.25 pm.

This page is intentionally left blank

LOCAL ACCESS FORUM: 7th JULY 2022

ACTIONS ARISING FROM THE MEETING

PURPOSE OF REPORT

To inform the Local Access Forum about the progress made on actions and issues arising from the Forum meeting held on 2nd December 2021.

Key:

Completed items

In progress

Incomplete

Action owners:

GP	Geoff Priest (Chair)		Vacant Post (Parks and Countryside Team Leader)
SW	Sharon Wootten (Public Rights of Way Officer)	JW	Jacqui Wheeler (Parks & Countryside Access Officer/Secretary of the LAF)
LH	Lisa Hughes (Vice Chair)	MB	Mark Beeley (Democratic Svcs) (new officer is Laurence Ellis)

Agenda Item 1(d): Matters Arising

Item	Action / Issue	Action Owner	Outcome
1.1	Next 2020 Joint LAF Chairs meeting proposed by Graham Pockett Parks and Countryside Development Manager of Bracknell Forest Council Hampshire CAF and Surrey CAF are both interested in attending a new meeting	GP/JW	Bracknell and Surrey have responded. There is enthusiasm for re-starting the LAF Chair meetings at Bracknell who have suggested using Zoom. JW has contacted other LAFs and officers again and organised a virtual meeting for the 20 July 2022 at 10am. See Agenda Item 7 Possible items for discussion at this meeting.
1.2	BCA had been identified as an organisation from which younger LAF members might be recruited.	GP/JW	GP has spoken with BCA – membership Item 2
1.3	Contact Youth Engagement Officer at Achieving for Children to recruit younger LAF member	GP/LH	GP/LH to update under membership item 2

Agenda Item 6: Thriftwood permissive horse riding route

Item	Action / Issue	Action Owner	Outcome
6.1	Progress the permissive multi-use access at Thriftwood	JW, Multi-use subgroup	Summer Horse Riding Trial of permissive bridleway access at Thriftwood. See info at Summer horse riding trial at Thriftwood extension to Ockwells Park Royal Borough of Windsor and Maidenhead (rbwm.gov.uk) Further discussion under Agenda Item 3

Agenda Item 11: Diversion Application Cookham FP17 & part FP59

Item	Action / Issue	Action Owner	Outcome
11.1	Formal consultation for Diversion Order made on 17 th January 2022 took place. The LAF responded to the formal consultation.	JW/AH	Results of the public consultation were taken to Rights of Way and Highways Licensing Panel on 14 th March 2022 where it was decided not to proceed with the Cookham 17 (part) and Cookham 59 (part) Diversion Orders

Agenda Item 13: Borough Local Plan

Item	Action / Issue	Action Owner	Outcome
13.1	Placemaking sessions for Southwest Maidenhead development area took place	All	LAF members were invited to attend the online sessions looking at Connectivity, Community Needs and Sustainability and the Environment. Event recordings are available at: Placemaking and South West Maidenhead Royal Borough of Windsor and Maidenhead (rbwm.gov.uk) The Strategic Area Map can be viewed in the papers.

Agenda Item 14: Milestones Statement Consultation 22-23

Item	Action / Issue	Action Owner	Outcome
13.1	Milestones Statement Consultation and ROWIP Review 2022-23 took place in Feb – Mar 2022.	All	The Milestones Statement was updated and approved by the Rights of Way and Highways Licensing Panel meeting of 14 th March 2022 and can be viewed at: Right of way : Milestones statement Royal Borough of Windsor and Maidenhead (rbwm.gov.uk) Parish Council responses and LAF members responses were taken

		into account. See table of responses received below.
--	--	--

Consultation responses

<u>Responses from Parish Councils</u>	Officer comment, and/or suggested additional wording to be included in Milestones Statement
<p><u>Bray Parish Council</u> Thank you for forwarding the Right of Ways Milestone Statement for 2022-23, this has been reviewed by the Land Management Committee for Bray Parish Council. They are pleased to note the works due to be completed in Bray this year, but have no further comments.</p>	Noted.
<p><u>Cookham Parish Council</u> For information, the Parish Council discussed the Milestones statement at our meeting on 1st February but had no comment to make.</p>	Noted.
<p><u>Horton Parish Council</u> Horton Parish Council would like to suggest that there is a milestone relating to working with landowners to prevent fly tipping on public rights of way and where measures haven't been a prevention or deterrent there is a clear plan in place to remove the fly tipping that is then enforced. Maybe a target to reduce the fly tipping reports on public rights of way by x%.</p>	<p>It is suggested that the following is added to the list of 'Objectives' in the Milestones Statement:</p> <p><i>Respond to reported fly-tipping on public rights of way promptly and efficiently and work with landowners to prevent or deter fly-tipping.</i></p>
<p><u>Hurley Parish Council</u> Hurley Parish Councillors, at their meeting on Thursday 17th February, made the following comments:</p> <ul style="list-style-type: none"> • Councillors thanked the Rights of Way Team for the ongoing annual consultations, and also for the good works in and around the Parish Council area. • They observed that some works had been completed on FP1, adjacent to the 	<p>The team will liaise with the Parish Council on these points. <i>PRoW team have inspected and will order necessary work.</i></p>

<p>Thames to Marlow, but considered that additional surfacing works, particularly where tree roots were exposed, could be beneficial.</p> <ul style="list-style-type: none"> • They observed that FP59, from the river to Dairy Cottage, was particularly muddy and might benefit from further inspection. 	
<p><u>Waltham St Lawrence Parish Council</u></p> <p>It is an impressive report but what I miss and maybe we can obtain it is the survey report of our Parish rights of way and the priority identified.</p> <p>This regarding:</p> <ul style="list-style-type: none"> • Access for disability • Environmental surface if needed, this can be coordinated with local tree surgeons and obtain their wood chips. • Which rights of way are allowed for horse riding. • Available signs and possible gate upgrades which the PC can obtain for potential installation. • Vegetation cutting and verge protection due to allowed traffic and according to that the approved weight limits. 	<p>The team will liaise with the Parish Council on these points.</p> <p><i>After further contact with WSL Parish Council the following paths are to be investigated.</i></p> <ul style="list-style-type: none"> • <i>FP 2 Halls Lane (access to Burial Ground)</i> • <i>FP 39 Brook Lane - clearance</i> • <i>FP 30 Downfield Lane – check veg, accessibility signage and surface.</i> • <i>FP 26 is also heavily used and has the outstanding kissing gate missing/broken (Please let us know if this is not going to happen).</i> <p>PRoW team would investigate these issues.</p>
<p><u>Wraysbury Parish Council</u></p> <p>In principle the Parish Council agrees with the aims of the document, but would like to see the previous 2021/22 target implemented: -</p> <p>The production of a leaflet covering the Public Rights of Way within and adjoining the Parish is finally achieved. The Parish Council would like to see the following included in the targets & priorities for 2022/23: -</p>	<p>The team is working with the Parish Council on this leaflet, which we aim to publish by the end of March 2022.</p>

<p>a) The Parish Council still contends that Magna Carta Lane is a Public Right of Way, it does not appear as such on the current Definitive Map. Appropriate steps need to be taken to rectify the current Definitive Map. This Lane previously appeared as a Public Right of Way on both Buckinghamshire & Berkshire County Council Definitive Maps. We do not want to see this lost.</p> <p>b) The Parish Council would like to see the Definitive Map updated to include the newer Public Footpaths with the Thames Field. They have now been official paths for a few years.</p> <p>c) There should be a priority shown for an update to the Definitive Maps, so that the public can clearly see where the Public Rights of Way are and what their status is.</p> <p>d) Back in 2016 in the Management & Improvement Plan, the Borough identified a path it called No. 45g,</p>	<p>a) The team has a procedure in place for processing ‘Definitive Map Modification Order’ (DMMO) applications, also known as ‘claimed’ public rights of way. The ‘Milestones Statement’ includes a target to process all DMMO applications within one year of receipt of the application. DMMO applications can be based on documentary evidence, user evidence or a combination of both.</p> <p>b) The Definitive Map and Statement of Public Rights of Way’ (DMS) is updated on a continuous basis, as and when changes are made, such as confirmation of Diversion Orders or ‘Definitive Map Modification Orders’ (DMMOs). The Thames Field DMMO’s were confirmed on 19th July 2018, following the Public Inquiry, so from that date these paths are legally included on the ‘Definitive Map and Statement’.</p> <p>c) Consolidated Definitive Maps and Statements (i.e. incorporating all confirmed DMMO’s made since the previous consolidated map was published) are normally produced a number of years after the previous consolidated map was published (typically every 10 years, but this does vary between different Highway and Surveying Authorities). As the current RBWM ‘Definitive Map and Statement’ is dated 1st November 2015, we propose to publish the next ‘Consolidated Map’ with an effective date of 1st November 2025. However, in the meantime, the paths at Thames Field are shown on the interactive mapping service on the Borough website (“Know your Neighbourhood”) and will also be included on the new Parish leaflet.</p> <p>d) The team will aim to process any DMMO application received for the footpath referred to within one year of the application being received.</p>
--	---

LOCAL ACCESS FORUM REPORT - 07 July 2022
 AGENDA ITEM 1(c)

<p>running from the Village centre car park along the back of the properties on the eastern side of the B376 Staines Road to the path at the front of the properties in Broadwater Close, then continuing beyond to link with Magna Carta Lane & to the permitted path at the side of 104 Staines Road. The Parish would like to see a commitment by the Borough in the 2022/23 Milestone document, to actively follow up on this identification of a possible Public Right of Way.</p> <p>e) Within the Milestone document the Parish Council would like the Borough to commit to entering dialogue with the National Trust to add the footpaths that are already signed on the ground within the Ankerwyke Estate, to the Definitive map as Permitted Paths.</p>	<p>e) The team will liaise with the Parish Council and National Trust on these points. There are a number of Permitted Paths across NT land at the Ankerwyke Estate. Our permitted path records do include the permitted footpaths at Ankerwyke. However, as these are permitted paths rather than public rights of way they do not appear on the Definitive Map. Are you able to clarify whether the Parish is requesting that the Borough enters a dialogue with the NT to have these permitted paths dedicated as public rights of way (and thereby added to the Definitive Map), or is the suggestion that there are other paths within the Ankerwyke Estate that you wish to see indicated as permitted paths? Clarification on this point would be helpful.</p>
<p>Responses from Local Access Forum members</p>	<p>Officer comment, and/or suggested additional wording to be included in Milestones Statement.</p>
<p>A number of members of the Local Access Forum have reviewed the Milestones Statement in discussion with the Public Rights of Way team, and a number of suggestions have been made for amendments/additions, which have been</p>	<p>Additional or amended objectives or targets:</p>

<p>incorporated into the draft Statement for 2022/23.</p>	<ul style="list-style-type: none"> • <i>Explore opportunities to extend, create or promote safe, properly surfaced and well-maintained Multi-user Routes</i> • <i>Develop and enhance the information available online for public rights of way, including compliance with Web Content Accessibility Guidelines (WCAG), and the use of social media where appropriate.</i> • <i>Investigate including destinations and distances where new signage is installed where appropriate.</i> • <i>To make 10 physical access improvements, including the replacement of stiles with gates or gaps, to facilitate use by people with disabilities, the elderly, people with pushchairs etc. and provide appropriate information to users.</i> • <i>Update all references to BS to latest version (BS 5709:2018 gaps, gates and stiles; and BS 8300-1:2018 which contains some standards relevant to recreational use of land).</i> <p>Additional groups to be added to Appendix 4 We will liaise with:</p> <ul style="list-style-type: none"> • <i>Disability & Inclusion Forum</i> • <i>Wilds' groups and other environmental groups across the borough</i> • <i>Volunteer groups such as: The Conservation Volunteers, Good Gym, BCA volunteers</i> <p>Additional site specific projects to be added to Appendix 7:</p> <ul style="list-style-type: none"> • <i>investigate creation of horse margin adjacent to the shared use cycle way on Switchback Road North. This would create a multi-user route and safe link for horse riders from Cookham village</i>
---	---

	<p><i>to the Cookham Bridle Circuit at Malders Lane</i></p> <ul style="list-style-type: none"> • <i>explore, in discussions with the Parish Council and Local Access Forum the possibility of creating permissive horse-riding access at Thriftwood extension to Ockwells Park</i>
<p>Comments from members of the Local Access Forum relating to site specific issues. These are for continued liaison with RBWM PRoW and Transport teams</p>	<p>Request for improvements to surface and drainage of Waltham St Lawrence BR35 (Uncle's Lane) <i>Works ordered.</i></p> <p>Restricted access on public Footpath Sunninghill FP10 <i>To be investigated.</i></p> <p>Routes in the Ascot area which could be earmarked for improvement:</p> <ul style="list-style-type: none"> - Sunninghill footpath 5, which is reduced to a narrow plank bridge in parts - Sunningdale Bridleway 1 – the surface close to the Shrubs Hill suffers in poor weather such that it become impassable by foot/cycle. <p><i>To be investigated</i></p> <ul style="list-style-type: none"> • The "Quiet (Cycle) Route" (Cycling Action Plan "high priority" schemes 7,18) running between West Windsor and the town centre has a principal access point in Clarence Road connecting with a path and access point in Green Lane. Previously used mainly by pedestrians, it was formally incorporated into a shared use path and has staggered barriers at the south side of the dedicated crossing in Clarence Road. • This has proved problematic and dangerous for some cyclists and others such as mobility scooter users. It would be helpful to review this barrier and reconfigure

LOCAL ACCESS FORUM REPORT - 07 July 2022
AGENDA ITEM 1(c)

	<p>it appropriately if possible. The route also connects with other cycle/ foot paths locally and is an extremely valuable access link. It is well-used and provides a lifeline to many individuals wishing to avoid the dangers of the surrounding busy main/secondary roads.</p> <ul style="list-style-type: none">• Susy Shearer agreed to review this type of barrier in Windsor to ascertain whether other barriers may be giving rise to similar issues.
--	--

The Royal Borough of Windsor and Maidenhead Local Access Forum

Secretariat: Jacqui Wheeler, Parks and Countryside Access Officer
Royal Borough of Windsor and Maidenhead, Town Hall, St. Ives Road, Maidenhead, Berkshire, SL6 1RF

Email: pro@rbwm.gov.uk

Local access forums | Royal Borough of Windsor and Maidenhead (rbwm.gov.uk)

RBWM Local Access Forum

Consultation response:

Diversion Orders for Cookham Footpath 17 and Cookham Footpath 59 (part)

The Local Access Forum (LAF) has received and reviewed the proposals for the above diversion orders to divert Cookham FP17 and FP59 (part) and wishes to make the following comments:

NB: All members of the LAF have been consulted via email concerning this consultation and these comments reflect those from members who have responded to the consultation.

The consensus reached by those members who responded means that the Forum formally objects to the proposed diversion of Cookham Footpath 17 and Footpath 59 (part).

The Forum recognises that the proposed diversions do not satisfy the legal criteria under S119 Highways Act 1980. The diverted route is longer and therefore not equally as convenient and the loss of the views and feeling of openness from the cross-field path means it is also less enjoyable.

No comments supporting the proposals were received from any Forum members therefore consensus is reached as per the above.

*Comments were received from the following Forum members:
T Mentzel, A Woodward, S Gillions, M Howard and G Priest*

In addition to objecting to the diversion of FP17 and FP59 (part) Forum members also feel that the surfaced route around the field edge should be retained and that it would be beneficial to more borough users if horse-riding access either dedicated or permissive could be given along it as well as cycling to make it a fully multi-user route.

This letter constitutes formal response from the Royal Borough of Windsor and Maidenhead Local Access Forum. Local Authorities are required, in accordance with section 94(5) of the Countryside and Rights of Way Act 2000, to have regard to relevant advice from this forum in carrying out its functions.

LOCAL ACCESS FORUM MEMBERSHIP UPDATES

1. PURPOSE OF REPORT

To welcome new members and update the forum membership.

2. New Members of the RBWM Local Access Forum

As a result of efforts to increase the membership of the Forum and build links to Parish Councils across the borough last year.

We would like to welcome the following further new members:

Name	Representing Interest	Ratified
Ceri Richardson	walking and cycling and Sunningdale & Ascot Parish Council	Yes
Martin Richardson	cycling	Yes
Sue Nicholls	walking, horse riding and Wraysbury Parish Council	Yes
Claire Taylor	Eton Town Council	Yes
Cllr Benta Hickley	Horton Parish Council	Yes

Further enquiries have been received from the Clerk at Cox Green Parish Council who are interested in submitting an application for membership.

Current membership of the RBWM Local Access Forum now stands at **17** members.

3. Resignations from the RBWM Local Access Forum

Name	Representing Interest	Date Resigned
Anne Woodward	horse riding/equestrian	17.06.22

4. Current membership balance of interests

Walking	Cycling	Equestrian	Environmental /Other	Councillors	Accessibility for disabled	Landowner
5	4	2	3	3	1	2

NB: some members gave more than one interest.

5. Training Options

What kind of training would members think useful?

Half day training could include the following topics (to be confirmed with possible IPROW consultant):

- Rights of way – what are they, where do they come from, who owns them
- Records – the Definitive Map and Statement, the List of Streets, the National Street Gazetteer
- Duties and responsibilities of the council, landowners and users
- Modifying the definitive map, applications and processes
- Changing rights – diversions, creations, extinguishments
- Impact of development, conditions and contributions
- Opportunities for improving access, health and wellbeing, climate change, active travel

There would be a cost for the training to be covered by RBWM but only if suitable and justified. Many members may already have knowledge / experience of these topics.

Would the training be for all members or only new members?

Alternatively, would it be worthwhile for members to have a workshop to go through the Guidance on Local Access Forums in England published by Defra 2009? To help in understanding of the role of the Local Access Forum.

Local Access Forum Multi-User Subgroup

1. PURPOSE OF REPORT

To update members about progress with the permissive bridleway access at Thriftwood (extension to Ockwells Park).

2. BACKGROUND

As a result of consultation with stakeholders in February 2022, it was decided to hold a site meeting on 31st March to try and find a way forward for the permissive horse-riding access at Thrift wood.

During discussions at the site meeting, a summer trial of the permissive horse-riding access was agreed as shown on the plan.

A webpage has been created about the trial including FAQs and other guidance. This can be viewed at <https://www.rbwm.gov.uk/horse-riding-at-thriftwood>

Information has been supplied about research done into conflict and perceived conflict between users along with a list of areas (inc. West Berks) where there has been little problem with multi-use paths.

Suitable signage and waymarking has been placed around the route to show riders where they can and cannot go and to let people know where to expect to see horses with a robust message to all users that considerate behaviour is key. This will help to raise awareness that horse riders are permitted in specific areas and to encourage acceptance.

Minor modifications to the footbridge comprising a ramp and anti-slip surfacing have been arranged.

Monitoring of the ground condition, signs and behaviour will be incorporated during the trial to help decide whether this permissive access is evidenced to be workable. Then a decision can be made about whether to make it permanent.

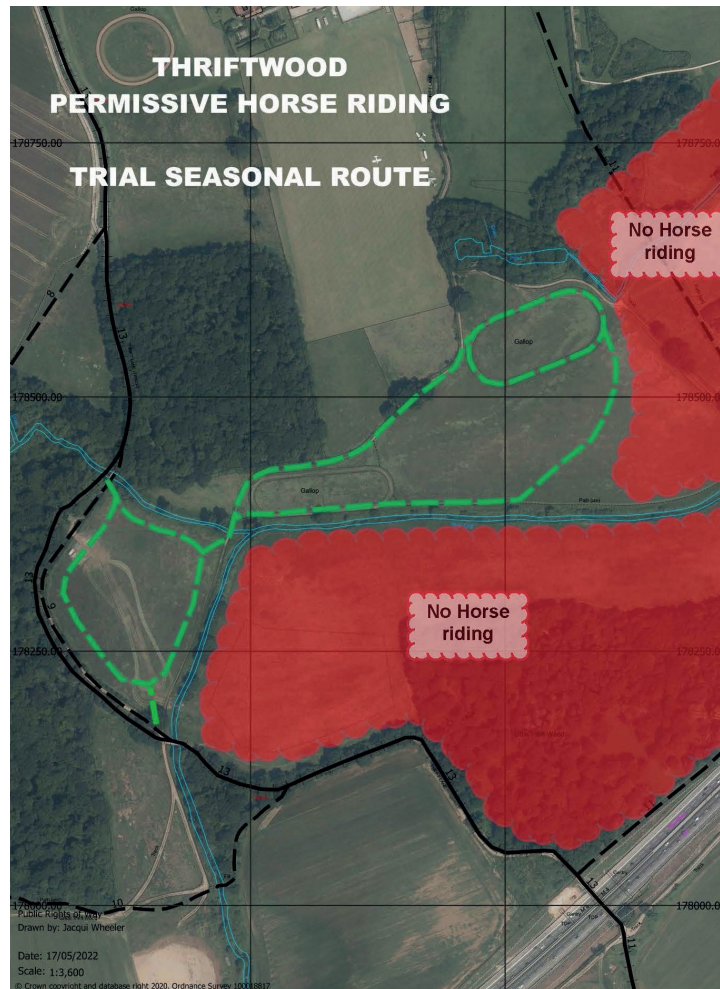
Photos taken on 10th June 2022





Summer horse riding trial at Thriftwood

We are trialling permissive access for horse riding on a defined route to help increase the amount of safe off-road routes for local equestrians. Riders must keep to this route (shown in green on this map) and marked with blue-topped waymarker posts.



All visitors to the park are reminded to show courtesy and consideration to all other users.

Equestrians – For safety, please dismount to cross the bridge, mounting blocks are provided on end of the bridge. No riding faster than an in-hand canter where it is safe to do so. Slow down when you see dogs off leads.

Dog owners – Please ensure your dog is kept under control – on a lead if necessary.

For more information, visit
www.rbwm.gov.uk/horse-riding-at-thriftwood



FAQs for the permissive equestrian access at Thriftwood

Why are you allowing horse riding on Ockwells?

- Allowing horse riders to access land at the Thriftwood area of Ockwells Park is reasonable as the land is council owned and it would be unfair to disallow one specific group of residents (horse riders) from using it.
- The council would like to support vulnerable road users. Allowing horse riding on the Thriftwood area of Ockwells Park will improve safety for horse riders as vulnerable road users by giving them increased opportunity to ride off road and away from vehicles in their local area.
- Allowing horse riding at the Thriftwood area of Ockwells Park will support local livery stables and equestrian businesses to stay in the area.
- Increasing off-road provision for horse riding will set a good example to other private landowners who might then allow it on their own land.

How will you make sure they don't damage the land?

Horses are expensive to keep so riders take care of them and won't risk injury to themselves, the horse, or other people by going too fast especially on wet or uneven ground. There is space available so that horses can ride alongside the trodden track used by walkers.

We will monitor the ground during the trial to see if there is any adverse impact and take any remedial action necessary.

How will you make people aware that they might meet horses?

We will erect signage to let people know they might meet horses and there will be local engagement through social media and local Councillors.

Whose fault is it if there's an incident between a horse and a dog?

It is important to note that all Park users have a responsibility to act with consideration and courtesy to each other.

A dog owner has a legal responsibility to make sure their dog is always under control and supervision when in a public place even when they are off lead. This means they must be able to call their dog back and place on a lead if necessary.

There is good visibility at the Thriftwood area of Ockwells Park where horses will be allowed which is important so that dog walkers, walkers and riders are able to see each other from a distance and take appropriate action to minimise potential conflict. This has been seen and attested to by users of the National Trust area at Pinkney's Green where horse riders and dog walkers use the area side by side with no incidents.

Will they be allowed there all year round?

No, the route will be closed over winter due to wet ground conditions.

The horse-riding access will be seasonal and is likely to be dictated by the ground conditions at any given time. Wet conditions mean horse riders won't want to ride.

Can they go wherever they like?

No, there will be way marker posts to show horse riders the route. These will be posts painted blue at the top, so they are visible from a distance. There will be a map showing the route at the entrances on Thrift Lane (Cox Green BR13) and this will also be highlighted to local livery stables.

There will be signs saying “No Horses Beyond This Point” showing riders where not to go.

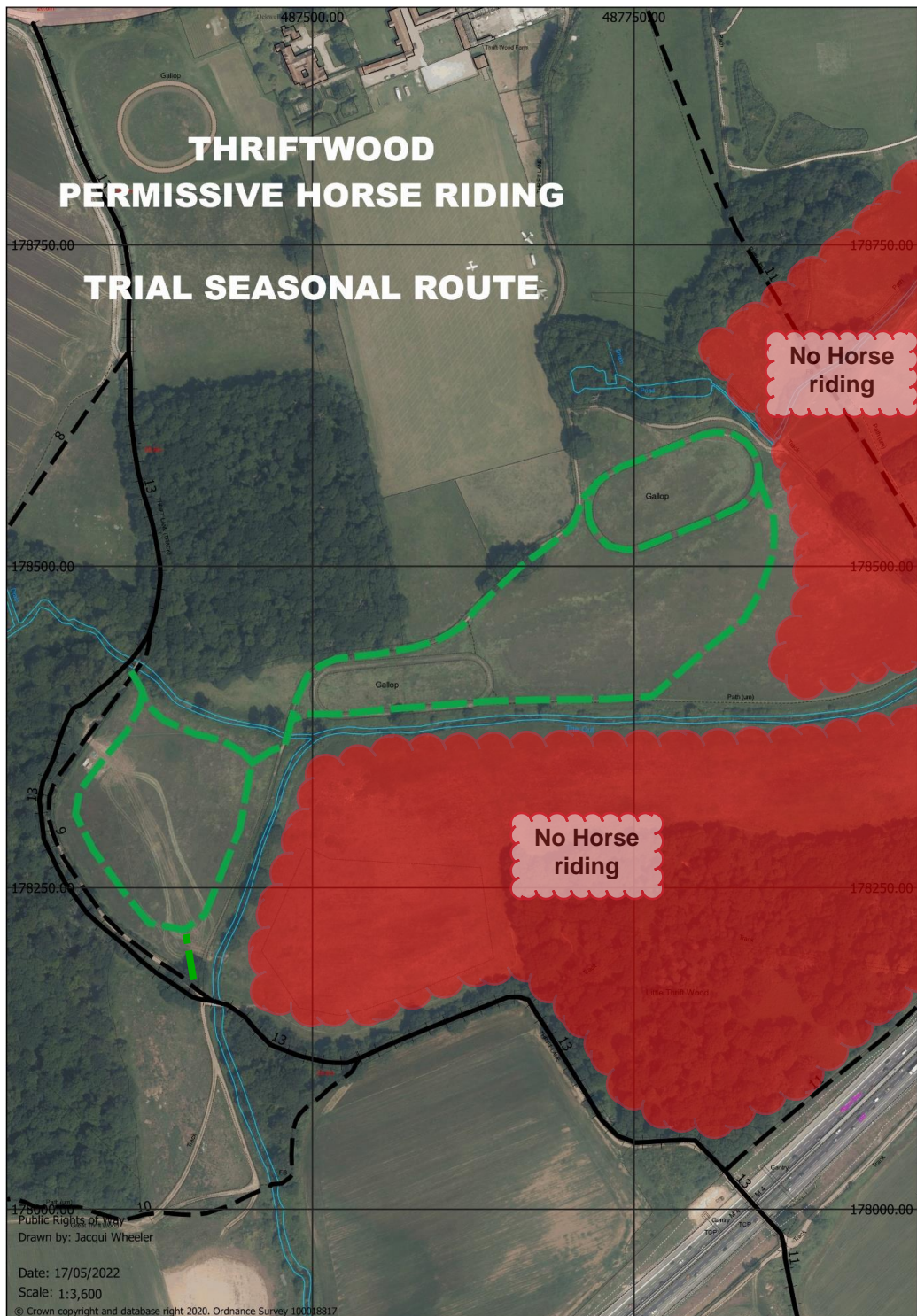
Will the horse riders be permitted to ride in the recreational fields nearest to the cafe and car park?

No, there will be no horse riding allowed in the recreational fields nearest to the café and car park.

GUIDANCE FOR HORSE RIDERS using the permissive equestrian access at Thriftwood

Please stick to the green route as far as possible.

See map below showing the “no go” areas shaded red.



NB: Horse riders who ride in this area do so at their own risk and should have their own insurance for public liability.

Horse access route is marked with blue topped way marker posts.

For safety, please dismount to cross the bridge, mounting blocks are provided on either end of the bridge.

Signs are erected saying “No Horses beyond this point” at No Go areas.

No riding faster than an in-hand canter where it is safe to do so.

Please show courtesy to other park users and slow down when you see dogs off lead to allow them to be brought under control

The route is only open during the dry summer months and will be closed to horses in winter due to the ground conditions and when there has been heavy rain as the area is a flood plain and not suitable to ride upon.

Please note: **All** users of Ockwell's Park have a responsibility to treat other users with courtesy and consideration.

RBWM LAF

Walks For All subgroup

Background

In 2019 the LAF recommended to RBWM it aims to establish and publicise a network of urban, semi-urban and highly used footpaths to be reasonably accessible for people with disabilities, older people and parents / carers with young children throughout the borough.

A few LAF volunteer members formed a sub-group to audit, map and narrate 6 pilot walking routes in the borough.

- The pilot routes chosen are already popular with walkers, have high amenity value (green space, points of interest, good views etc), nearby parking and no major barriers to access.
- The volunteers liaise with RBWM Parks and Countryside on mapping and the means to publicise the routes across the whole of the Royal Borough

June 2022 update

Subgroup voluntary members, Steve Gillions and Lisa Hughes, met with Jacqui Wheeler and Sharon Wootton from RBWM Parks and Countryside at the start of May to discuss how the pilot routes can be digitally recorded and accessed.

- JW advised that the RBWM Together website could be used to do both.
- SW will add relevant symbols to digital OS Maps
- SG and LH were granted developers permissions on the RBWM Together Website to input text for the routes and hand-drawn maps. These will go through a moderation process before going live on the website.

SG and LH met later in May to discuss and agree

- the structure of this section of the website
- the landing page design and links
 - LH to contact Dan Brookman for guidance on creating subsidiary levels in this section of the website
- the accessibility symbols to be added to digital OS maps
 - we wish to use the symbols used by the Lake District NP in their Miles Without Stiles routes (see attached map). SG has contacted them to seek their permission
- the terminology to be used to describe accessibility in the text
 - we will use the same terms as the Lake District NP
- whether overlaying What 3 Words would improve the accuracy / usability of the maps (W3W location points cover 3m² vs 100m² for OS Grid References) and if it's feasible
 - action to ask SW
- contacting the Crown Estate and National Trust to ask if they would like / permit us to load their accessible routes onto the website
 - LH contacted the Crown Estate and they are pleased to do so
 - JW and LH contacted National Trust – no response as yet
- Inputting text and hand-drawn maps to the RBWM Together

SG and LH are working through the actions

This page is intentionally left blank

LAF Report

21/06/2022

Windsor Cycle Hub

*The **object** of the CIO is the promotion of community participation in healthy recreation in Windsor by the provision of facilities for cycling.*

*The **aim** of the Windsor Cycle Hub is to help raise awareness of cycling for everyone throughout the Windsor community through activities to encourage residents and visitors into, or back into cycling. This includes recycling affordable bicycles, teaching mechanical skills, sharing knowledge and resource, and running events and rides. In doing so, WCH will help make Windsor a better and more sustainable place to live. (08/2021)*

1. Background and context

1.1 *The impetus to create a cycle hub in Windsor came initially from the example of Maidenhead Cycle Hub which was shared regularly in discussions with the RBWM Cycle Forum (CF) over a number of meetings by CF member and MCH founder chairman, Luke McCarthy. A combination of affordable bicycles, sound advice and straightforward servicing coupled with regular Led Rides and valuable training opportunities proved to be a practical and valuable model for **making cycling as “accessible, positive and visible” in the community.***

1.2 *CF discussions concerning MCH’s activities and progress also coincided with the start of work in 2015/16 on the RBWM Cycling Action Plan (CAP 2018-28) led by the then Principal Transport Planning Officer, Gordon Oliver. Undertaken over a period of approximately two years, the CAP process involved CF members including residents, Councillors and Officers as well as community groups in an extensive study of ten main areas of the Borough in order to understand existing infrastructure and emerging needs in the wider context of transport, planning and natural environment considerations.*

1.3 *The completion of the CAP in May 2018 and its adoption as official RBWM policy in January 2019 constituted a major milestone for cycling in the Borough, with close to 120 researched, consulted, costed and prioritised schemes now available for implementation. In April, CF members were advised that the Forum would be disbanded and cycling matters absorbed into a new general Infrastructure Overview and Scrutiny Panel to be formed following local elections in May 2019. There was strong encouragement, nonetheless, for members to form a new group with a specific cycling focus. Through engagement with the Climate Change Stakeholders’ Workshops, this would eventually come together in March 2020 as the Windsor & Maidenhead Cycling Action Group (W&MCAG).*

1.4 *While the CAP had been being finalised in 2018, a community effort was simultaneously being launched in Clewer Village (Mill Lane Conservation Area) to save a former 18th-19th c. NDHA former pub building from demolition for renewal as a community hub, including as a Sixth Form base for the nearby Green Room School in Windsor. One of the key mechanisms in this process – Asset of Community Value Nomination – provided an unexpected opportunity to initially raise the idea of a cycle hub informally. When ACV Status was subsequently granted for the building and The Swan Community Interest Company was formed, the cycle hub took its initial steps as a potential entity.*

1.5 *Two years later, as W&MCAG rapidly engaged with the challenges of Covid and climate change in 2020, Cycling UK had already rolled out Dr Bike repair opportunities through its “Big Bike Revival” which RBWM was successfully promoting via the Maidenhead Cycle Hub. Through W&MCAG, a request was made to MCH to consider running a Dr Bike session at The Swan, the first formal activity associated with the emerging “Windsor Cycle Hub” and a crucial stage of its engagement with MCH, RBWM and Cycling UK as well as local individuals and organisations including Abri.*

1.6 WCH's early development was a slow process of lengthy discussions, research into best practice of similar organisations, brainstorming, seeking professional advice and engaging with local individuals and groups, and forming a small "steering" team of individuals a few of whom had been involved in the CF and development of the CAP. With vital support from MCH, by early 2021 the hub was a registered charity (CIO) and had reached a stage where it could be formally launched, appropriately on 31st May at the start of Cycling UK Bike Week.

1.7 This important step was, notwithstanding, still a very small one at the start of the complex process to understand what the organisation could realistically provide for its surrounding community, including the Green Room School, without firm expectations but with clear aspirations and a great commitment to cycling, summarised in its application for a start-up grant from RBWM (Submitted 06/08/21, granted 10/21):

"As seen in the Borough generally, Windsor has experienced exceptional demand for affordable utility and leisure cycling over the last year during the pandemic. Following clear evidence of the need for such a facility in the town, the Windsor Cycle Hub was set up at the Swan in Clewer Village, a site which meets many important criteria:

- 1) *The Swan is located on/near several Borough and national cycle routes, including NCN4 and the RBWM shared-use path along Maidenhead Road (A308).*
- 2) *This site already incorporates a community "hub" and the Green Room School Sixth Form and Graduate Programme campus for which bicycle mechanic and other relevant training is planned, and is also developing a kitchen to support a café for the general public including cyclists.*
- 3) *WCH provides a weekly opportunity for cyclists of all ages and stages to meet socially, have their bicycles undergo minor repairs (free of charge) and other services, and enjoy regular Led Rides.*
- 4) *The site has hosted regular Dr Bike sessions organised by Maidenhead Cycle Hub which are also supported by Windsor Cycle Hub.*
- 5) *Previously an inn, this 18th-century building in the Mill Lane CA stands across from a former YHA site and has rooms which could eventually be used for hostel-style accommodation for cyclists.*
- 6) *WCH will provide a new community facility in the east of RBWM, expanding the number of specific cycling focal points in the Borough as a whole and helping deliver local and National objectives for "active travel", healthy communities, and important environment and climate response.*

We are planning to develop the number of organised bike rides we lead and deliver at least 5 times more bike safety checks and related events which are free for Windsor and Maidenhead residents.

We are currently working with the Borough's Embedding Community Response project in Clewer and Dedworth and have been supported by the services and free business consultancy provided by the Maidenhead Cycle Hub charity, based on its well-established and very successful business model.

Once fully in place, the WCH charitable incorporated organisation will provide new learning opportunities for young people and support the RBWM's environment and climate change agenda through low cost and sustainable transport. It will also encourage healthier lifestyles and support low-cost family exercise and travel options in an area identified as experiencing some of the highest deprivation in the Borough."

2. Early development phase

2.1 *In its efforts to address the unprecedented impacts of Covid-19 on Borough communities, RBWM sought to identify and support, in particular, those areas of greatest deprivation and most significant need. The project, known as Embedding Community Response, was first applied in Clewer and Dedworth. With support*

from MCH and organisations including Abri, local Councillors along with other groups and individuals in the community, WCH was able to establish important support links and begin developing its community engagement strategy. The cycle hub has also been successful in receiving grant funding from The Prince Philip Trust Fund to help purchase additional tools for use in their Bike Kitchen.

2.2 Based on this experience and in a specific delivery and implementation partnership with MCH and Abri, WCH volunteers are now undertaking professional standard training being provided by MCH mechanics and already being applied in Bike Kitchen sessions and tutorials for Green Room School Sixth Form pupils, as well as Dr Bike sessions in due course.

2.3 WCH volunteer Ride Leaders have undertaken and completed guided rides almost every weekend of the year to help residents and others, including Councillors, to explore local routes, build cycling confidence, knowledge and skills. Volunteer mechanics have kitted out one of the former stable buildings at The Swan as a basic workshop area which will be expanded in coming months.



Photos: D. Bonney

2.4 Working with the Green Room School, during the summer term (April - July 2022), WCH will be integrating 8 x 1-hour training sessions for between 3 and 6 Green Room students into their normal timetable. Each session will be a combination of both classroom and practical work.

2.5 The purpose of these sessions is to provide these students with basic bike safety checks and adjustments, in an environment that they are comfortable with. As their confidence builds, for those that wish, the aim would be assist these students with some or all of the following opportunities:

- to integrate them into the Windsor Cycle Hub Bike Kitchen sessions;
- to offer them the opportunity to attain Cytech qualifications that would ultimately enable them to seek employment in the bike industry;
- to organise and run their own Bike Kitchen sessions offering free bike safety checks to pupils of schools local to the Green Room School.

2.6 Later in the summer term, the Green Room School and WCH will review the success of these sessions and plan for next year's cohort.

3. Moving forward

3.1 Cycle hubs can now be found in a growing number of locations around the country as the popularity of cycling expands and its importance as a "low-carbon"/"Active Travel" mode of transport continues to rise against the backdrop of climate and environmental change. The health, physical development and well-being implications of exposure to CO₂ and other pollutants raises unparalleled urgency for the need to reduce traffic congestion on all roads and within residential, commercial, health and educational centres. While each cycle hub differs in its relationship with factors and conditions specific to its location and geographic context, all will share the common goal of **making cycling "accessible, positive and visible" in the community.**

3.2 This variety is clearly demonstrated in the examples of the Windsor and Maidenhead cycle hubs where the nature of their geographic locations, buildings and other physical provision including proximity to other facilities and existing cycling infrastructure differ greatly. What is notable is the way in which both are successfully achieving among other goals:

- embedding cycling in their respective communities
- expanding the popularity and uptake of cycling by a growing range of individuals
- supporting valuable social, recreational and educational opportunities for residents living in and outside of RBWM
- raising the profile of "Active Travel" locally at a time when national transport policy is putting a high focus on the delivery of cycling and walking improvements in all LAs

3.3 We believe the benefits of cycle hubs are clear on many levels and that comprehensive support for the development of cycle hubs across the Borough will assist the RBWM Local Transport Authority to achieve these goals in line with the LCWIP, Environment and Climate Strategy, emerging Local Transport Plan, and Borough Local Plan and associated policies and SPDs.

Report with contributions from WCH volunteers compiled by

Susy Shearer,
Trustee, Windsor Cycle Hub

QUIET LANES

1. PURPOSE OF REPORT

To inform the forum about the operation and implementation of Quiet Lanes and the experiences of neighbouring authorities where these schemes have been implemented

2. SUPPORTING INFORMATION

2.1 At the Local Access Forum meeting on 2nd December 2015 the forum requested more information about Quiet Lanes.

2.2 What are Quiet Lanes?

Quiet Lanes are minor rural roads or networks of minor rural roads appropriate for shared use by walkers, cyclists, horse riders and other vehicles. The aim of Quiet Lanes is to maintain the character of minor rural roads by seeking to contain rising traffic growth that is widespread in rural areas.

There are three key elements to a Quiet Lanes scheme:

- community involvement to encourage a change in user behaviour;
- area-wide direction signing to discourage through traffic;
- Quiet Lane entry and exit signs to remind drivers that they are entering or leaving a Quiet Lane, a place where they may expect people to be using the whole of the road space for a range of activities.

Quiet Lanes are intended to be used on lanes which have no more than 1000 motor vehicles per day, with speeds kept to the 85th percentile below 35mph.

2.3 How are they implemented?

- The Transport Act 2000 enables local traffic authorities to designate roads for which they are the traffic authority as a Quiet Lanes.
- Once a lane is designated as a Quiet Lane, the local traffic authority can make Use Orders or Speed Orders for the lane
 - Use Orders permit the road to be used for other purposes other than passage which is communal, social cultural, spiritual educational, entertainment or recreational. These uses must not obstruct the lawful passage of the road by other users.
 - Speed Orders allow a local traffic authority to set a specified speed in consultation with the local community. These do not impose speed limits, but allow road design and additional measures to be implemented to keep vehicle speeds at or below the specified speed.
- Before implementing a Quiet Lane scheme or a Use or Speed Order, consultation with all stakeholders is required at the development of the proposals stage, or before making any order.

2.4 Experiences of nearby Local Authorities / LAFs

Wiltshire County Council

- Designated quiet lane scheme in Pewsey implemented in 2003-04 (Phase 1)
- Speed bumps installed and signs removed from highway
- Residents objected to the scheme
- Subsequent monitoring indicated that the project resulted in little reduction in vehicular traffic speeds or measurable increases in the number of pedestrians, cyclists and equestrians using the designated Quiet Lanes.
- Wiltshire County Council decided not to implement a second phase of the scheme but to continue to monitor the effects of phase 1.

Oxfordshire County Council

- “Country Ways” scheme developed in Checkendon initiated by Highways team
- Highway works included removing white lines, putting in speed bumps and removing signs
- Challenged by local residents and scheme was eventually abandoned.
- 2nd Scheme (initiated by Oxford Rights of Way team) at the Vale abandoned due to experience at Checkendon

Buckinghamshire County Council

- Had a project running for a number of years
- Local residents were not happy with the proposals
- No quiet lanes produced from this project as a result

Mid & West Berks Local Access Forum

- One Quiet Lane into a common at West Berkshire, where there are currently issues with 4x4 drivers.

Slough

- Quiet lanes not an issue in Slough

2.5 General comments

Quiet Lanes were discussed at the last local LAF Chairs meeting. It was commented at this meeting that the quiet lanes scheme may have been replaced with off-road and shared use projects and there may not be a need.

2.6 Impact on the draft Rights of Way Management and Improvement Plan

In light of the findings in this report the Forum is invited to consider whether the Quiet Lanes element within the draft Rights of Way Management and Improvement Plan should remain in the document.

LCWIP Consultation April 2022

1. PURPOSE OF REPORT

To inform LAF members of the Local Cycling and Walking Infrastructure Plan consultation of April 2022 and responses sent by LAF members.

2. BACKGROUND

On 4th April 2022, the RBWM Transport team requested views on the draft Local Cycling and Walking Infrastructure Plan ('LCWIP') from the Local Access Forum amongst other stakeholder groups.

The draft plan was available to view on RBWM Together at [Draft Local Cycling & Walking Infrastructure Plan | RBWM Together](#)

The survey was open for four weeks, until 5pm Tuesday 3rd May.

LAF members were asked to respond to the survey individually and all those responses are viewed as part of the Local Access Forum response in the following pages.

3. LAF MEMBER RESPONSES

Horton Parish Council Response – Cllr Benta Hickley (LAF Member)

Thank you for the opportunity to read and comment on the Local Cycling & Walking Infrastructure Plan. Clearly a lot of work has gone into this, and it would be great if the suggestions are implemented.

My comments relate to Horton:

Bridleway 4 which connects Horton to Colnbrook has been identified as a tertiary cycle route. I doubt this has been audited: it is overgrown, suffers from fly tipping, usually has large skip lorries parked at the Horton end severely reducing the width to walk through, is accessed (at the Horton end) by the *very* muddy Foundry Lane which is only wide enough to allow a skip lorry OR a pedestrian at any time and has vehicle movements appx every ten minutes, and, as part of the current mineral & waste plan, is likely to be dug up to quarry the minerals below.

The Park Lane to Douglas Lane (Wraysbury) footpath is a popular (illegal) quad bike route and residents are generally scared to walk there especially with young children as they feel intimidated at best and threatened at worst (Senior Community Warden has details of barriers recently added to stop the quadbikes - barriers were then removed we assume by the quad bike users)

Appendix E: We are delighted to see the suggestions that this scheme will include considering reviewing parking to provide clear bays around Milton Close - we have been fighting the parking on the pavement issue for many years. (Borough Cllr David Cannon has details)

Response from Trisha Mentzel – LAF member representing equestrian use

It seems a missed opportunity that horse riding access especially is not included in this report and horses, people and cycles all use BOATs, and some routes suggested might be suitable.

In the foreword of the document there is a line where horse riding is mentioned as below:

“Our ultimate aim is to invest in increasing rates of walking and cycling as means of travel, and to improve the safety of our streets. Our proposals for recreational walking, cycling and horse-riding facilities have already been published in this plan’s sister document, the borough’s Rights of Way Improvement Plan. We do nevertheless anticipate that investment in making streets safe and attractive for walking and cycling will only further enhance our borough as a standout location for enjoying the great outdoors.”

Which is unsatisfactory and quite neatly pushes equestrian needs to the ROWIP.

RBWM Draft Local Cycling and Walking Infrastructure Plan **WCH 3/5/2022**

WCH are very grateful for the opportunity to contribute our views on the Draft LCWIP.

The Windsor Cycle Hub is based at The Swan in Mill Lane, Clewer Village close to existing RBWM and Sustrans NCN4 cycle and walking routes, and benefits from generally good connectivity with surrounding towns and villages, notwithstanding issues to do with route continuity, traffic speeds, surface quality and general safety. Our volunteers, mechanics, ride leaders and ride participants live in areas which stretch east from Clewer Village through central Windsor to Old Windsor and west through Dedworth to Oakley Green, north across the Thames to Eton Wick, Eton and Slough, and south towards Winkfield, Ascot and Bracknell.

Inspiration for the development of a cycle hub in Windsor was drawn from Maidenhead's example of services and community outreach. The idea was formally initiated in 2018 during community efforts to save the 18th c. Swan Inn from demolition with a hope of reinstating it as a "hub" of village life, including providing a Sixth Form campus for the nearby Green Room School, generating greater support for Clewer's rich historic and natural environment, and making best use of its location near well-established cycle routes.

The presence and activities of WCH have added significant dimensions to the "community hub" and helped widen support for cycling in Clewer and Dedworth particularly as well as the wider town and linked communities. Our motto, "**Cycling for All**", extends to cyclists of all ages, abilities and disabilities:

- The **object** of the CIO is the promotion of community participation in healthy recreation in Windsor by the provision of facilities for cycling.
- The **aim** of the Windsor Cycle Hub is to help raise awareness of cycling for everyone throughout the Windsor community through activities to encourage residents and visitors into, or back into cycling. This includes recycling affordable bicycles, teaching mechanical skills, sharing knowledge and resource, and running events and rides. In doing so, WCH will help make Windsor a better and more sustainable place to live.

The Swan site has no dedicated access to parking, and walking has therefore necessarily come into our awareness and thinking as a priority in addition to cycling. Located in close proximity to Windsor Racecourse as well as Windsor Castle, stables were at one time a feature of both The Swan and a number of locations in and around Mill Lane, and there are bridleways in the wider area which continue to be used regularly by horse riders.

Our programme of "Led Rides" has benefited significantly from WCH volunteers' extensive collective knowledge of, and insight into, local route availability, network and road safety issues. It has also been immensely valuable to be able to share and discuss this information directly with Councillors and Officers as WCH has developed as an organisation. Climate change and Covid have only heightened our support for the principle that developing safe, well-planned and coherent, legible infrastructure to support current and future cycling, walking and environment needs is absolutely essential.

We very much welcome the Council's commitment to developing an LCWIP and the aspirations for cycling and walking set out in the plan's Foreword. We do, however, have some general concerns and with regard to the following specific aspects:

a) **Stakeholder Engagement**

Development of the LCWIP seems to have been largely reliant on “Big Conversation” discussions and surveys in combination with the CAP 2018-28. The opportunity for good public engagement is vital to widening understanding and support for “active travel”. However, this should complement early involvement of suggested stakeholder organisations and delivery partnersⁱ such as cycling and walking groups, disabled people’s groups, residents’ groups, ROWIP / LAF, neighbourhood planning groups, police services, Sustrans and Highways England, adjoining local authorities, and public transport providers. We cannot see clear evidence of how engagement with DfT suggested stakeholders has underpinned the Draft LCWIP.

b) Adopted RBWM Cycling Action Plan 2018-28

The CAP sets out a clear structure for addressing cycling matters in RBWM and reflects recommended good practice in setting its objectives, undertaking necessary research and data collection (eg. *PCT, highways data, stakeholder and community engagement*) to support these, and an analysis of ten principal population centres to identify key destinations, communication routes and potential infrastructure needs. The initial draft document was shared with the RBWM Cycle Forum for comment and suggestions, and a small task & finish group made up of CF members comprising residents, officers and councillors was formed to contribute further information and refine details of the document. Based on actions suggested through community and stakeholder engagement, 120 cycling schemes were drawn up, costed and prioritised for delivery. The CAP underwent a formal overview and scrutiny process before proceeding to Cabinet for adoption in the RBWM’s evidence base. The Council’s investment in order to complete this document was notable and invaluable, and a number of “High Priority” CAP schemes have already been delivered, including dedicated signage developed by the RBWM Cycle Forum Wayfinding Working Group specifically to improve cohesive legibility of cycle routes across the Borough. These have had a very high, positive impact on those who use them. The LCWIP appears to have made little use of this existing and readily available adopted policy “blueprint” for cycling, and also connecting its general principles in ways which could more directly support the development of walking infrastructure.

c) LCWIP Structure

DfT Guidanceⁱⁱ stipulates that the main outputs from an LCWIP are a:

- *Mapped network plan for walking and cycling that identifies preferred routes, current and future travel patterns, and core zone for further development*
- *Prioritised programme of infrastructure improvements for future investment in the short, medium and long term that contributes towards meeting broader goals*
- *Report that sets out the underlying analysis, including barriers and enablers for walking and cycling, and provides a narrative to support the improvements identified*

We feel the structure of the LCWIP needs to be much stronger and clearer, including the rationale for auditing and prioritising routes, and to include maps of route origins and

destinations which treat the Borough as a whole, such as used by a number of other local authorities. These and a number of other aspects are weak, in our view, and would benefit from further research and revision undertaken with input and guidance from stakeholders with “on-the-ground” and specialist knowledge and insights.

Conclusion

We greatly value the work done to date on the LCWIP but are quite concerned that the plan has been able to be so extensively developed in the absence of stakeholders’ input and scrutiny. In line with DfT recommendations, such groups and organisations should have been directly engaged in this process from the outset and could have helped support better focus in a number of key aspects such as, for example, identifying existing patterns of walking and cycling and mapping existing local conditions.

We would strongly encourage the Council to bring these stakeholders into the process as fully as possible now in order to help address shortcomings before the LCWIP proceeds further. We feel this is necessary to ensure that the document can provide robust guidance and be the effective tool for raising funding which will be needed to meet the major infrastructure challenges going forward.

ⁱ DfT Local Cycling and Walking Infrastructure Plans: Technical Guidance for Local Authorities (April 2017)

ⁱⁱ Active travel: local authority toolkit – GOV.UK (April 2022)

Disability & Inclusion Forum Response to the Local Cycling and Walking Infrastructure Plan (LCWIP)

Equality Act 2010 defines disability as a physical or mental impairment that has a ‘substantial’ and ‘long-term’ negative effect on your ability to do normal daily activities.

- The likelihood of having disabilities rises with age
- While many older adults do not consider themselves to have disabilities, their normal daily activities are negatively impacted by physical or mental impairment

Estimated number of borough residents and visitors with disabilities

	% with disabilities	RBWM Population	Residents with Disabilities Est	RBWM Visitors	% with Moderate Disability	RBWM Visitors with Disabilities 2019 Est
Children	8%	30,515	2,441	20%	1.4%	24,000
Working Age Adults	19%	92,244	17,526	69%	10.1%	592,000
Older Adults	46%	28,514	13,116	11%	23%	215,000
Total		151,273	33,083	8,500,000		831,000

*sources : DWP Family Resources Survey: financial year 2019 to 2020, Berkshire Observatory 2020, Visit Windsor Survey 2017

People with Disabilities (PwD) are much less likely to have a driving licence - 55% of working age PwD hold a driving licence vs 83% of non-disabled people - or to cycle. We therefore rely much more on walking / wheeling and public transport.

Dept for Transport : Local cycling and walking infrastructure plans technical guidance

“2.17 In following this LCWIP process, authorities should consider their obligation to meet the needs of people with protected characteristics under the Equalities Act 2010”

We need to get to work, school, visitor attractions, shops, chemists, medical facilities and all manner of other places so we need pavements to be accessible.

The LCWIP does not refer to the needs of PwD as a group, how those needs might differ to other pedestrians and cyclists or identify key barriers affecting PwD when walking / wheeling

- In the past, pavements were not designed with flush-to-the-road-surface and tactile paving at uncontrolled crossing points.
 - Those pavements are a major physical barrier for sight and mobility impaired pedestrians, in effect **creating no-go zones**
 - Visually impaired pedestrians cannot easily identify road crossings if there is no tactile paving.
 - Users cannot get their wheelchairs, scooters or adaptive bikes up or down a standard 100mm kerb. The January 2022 Dept for Transport’s Inclusive Mobility guide cites the maximum height from the road surface for dropped kerbs as **6mm**.
 - Above 6mm wheelchairs, mobility scooters and adaptive bikes are at risk of tipping over.
 - A lack of dropped kerbs is also problematic for other groups of people (parents with buggies, non-disabled cyclists) who do not have protected characteristics under the Equality Act.

- Narrow pavements - either by design or caused by obstructions - disproportionately affects PwD using mobility or sensory support vs the general public and can also prevent us getting out and about.

These two factors hamper the tens of thousands of residents and hundreds of thousands of visitors to the borough who have disabilities getting where they need and/or want to.

As the needs of walking / wheeling PwD have not been set out in the LCWIP it is unclear how RBWM can demonstrate its due regard to the need to advance the equality of opportunity between PwD and non-disabled people in this plan*.

Determining the priorities for the 10 year plan

The first two of the three criteria for prioritising walking routes in the LCWIP were from comments and the third was based on a walking audit score. It is not explained why some routes had or hadn't been audited.

For example, Linden Avenue in Furze Platt was audited but not Harrow Lane which is a route to Furze Platt station and includes a level crossing. There are no dropped kerbs or tactile paving along the length of Harrow Lane or at the level crossing where the pavement on the north side of the road stops.

There are datasets** available to RBWM which could be used to identify the location of clusters of residents with disabilities and their proximity to key amenities, public transport and facilities.

Conclusion

Disabled and Older People need and want to walk/wheel but are often prevented by the built streetscape. The Disability & Inclusion Forum recognises that RBWM cannot solve historic issues overnight but the council can prioritise their remediation.

It is disappointing and frustrating that the LCWIP has developed to a consultation draft before involving PwD in reviewing the plan. We suggest that earlier dialogue, during its production, would have flagged to councillors and officers the need for RBWM to demonstrate its due regard to the needs of pedestrians and cyclists with disabilities and to advance the equality of opportunity for them in relation to non-disabled pedestrians and cyclists.

The Forum strongly recommends a policy and plan, based on DfT guidance (Inclusive Mobility 2022), data** and estimates – rather than prioritising comments and public engagement responses - to address such fundamental problems.

A starting point could be to prioritise the improvement in the accessibility of pavements around

- public transport access points
- key amenities and facilities
- visitor attractions

***The Equality Act 2010 – Section 149 the Public Sector Equality Duty (PSED)**

The PSED consists of a general duty, with three main aims. It requires public bodies to have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010;
- Advance equality of opportunity between people from different groups; and
- Foster good relations between people from different groups.

“Due regard” has been accepted by the courts as per the six principles established in *Brown vs DWP* (2008)

- Decision makers must be made aware of their duty to have ‘due regard’ to the identified goals.
- Secondly, the due regard duty must be fulfilled before and at the time that a particular policy is being considered by the public authority in question.
- The duty must be exercised in substance, with rigour and with an open mind.
- The duty imposed on public authorities ... is a non-delegable duty.
- The duty is a continuing one.
- It is good practice for those exercising public functions in public authorities to keep an adequate record showing that they had actually considered their ... duties and pondered relevant questions.

How does the Equality Act and specifically the PSED relate to the LCWIP?

RBWM is required to have due regard to the need to advance equality of opportunity between non-disabled and disabled residents, employees and visitors to the borough.

Disabled / Disability	0	Impaired / Impairment	0
Older people / Elderly	0	Equality Act	0
Wheelchair	0	Mobility	0
Adaptive	0		

**Word count
in the 60 pages
of the LCWIP**

****Data sources for mapping clusters of residents with disabilities**

Location of care homes in the borough, blue badges issued in RBWM, adults in contact with Optalis, SEND families in contact with Achieving for Children



**SUNNINGHILL & ASCOT
PARISH COUNCIL**

The Courtyard (Ascot Racecourse)
High Street, Ascot, Berkshire SL5 7JF

Tel: 01344 623480

Email: enquiries@s-a-pc.com

Website: www.sunninghillandascotparishcouncil.co.uk

RBWM Draft Cycling and Walking Infrastructure Plan Consultation.

Consultation Response on behalf of Sunninghill and Ascot Parish Council

1. Introduction

Our parish council welcomes the draft Cycling and Walking Infrastructure Plan, which brings the target of getting more people to walk and cycle a step nearer and provides a sound framework for achieving this.

We have pleasure in setting out our comments on the draft, and hope you find them constructive.

2. Influence of the Ascot Developments on the delivery of the Ascot walking and cycling routes

There are 6 Walking routes listed in Ascot, of which 5 lie within the Ascot Strategic Placemaking Area defined in QP1c of the adopted BLP. These are:

PSWR10, PRWR07, PRWR08, PRWR09, SCWR20. [ref Appendix C of the C&W infrastructure draft plan];

The 6th, route SCWR21, extends slightly outside the boundary to the Royal Ascot Golf Club.

Similarly, there are 3 cycling Routes that lie within the Ascot Strategic Placemaking area:

PR04, SR01 and TR21 [ref Appendix C of the C&W infrastructure draft plan].

The strategic development sites within the placemaking area are:

Shorts site (AL17), Ascot Centre Site (AL16), Ascot Station site (AL18), and the Heatherwood site (AL20).

The site Proformas for these sites require the developers to:

- Upgrade the High Street between and including the Heatherwood and Winkfield roundabouts and the Station Hill roundabout, including the provision of walking and cycling routes.
- Provide walking and cycling routes from the sites to Ascot Station and S Ascot.

The intent is that the developers will also meet the costs of these works, but at present this isn't confirmed.

We suggest that the schedule of walking routes and proposed enhancements are revised to take account of these requirements.

3. Encouraging more residents to Walk and Cycle

For both Ascot and Sunninghill the retail sections of the High Streets are 'Destinations' and, while the proposed enhancements are welcomed, it is doubtful these alone will encourage any more residents to walk or cycle to them.

Many of the roads that connect residential catchment areas to their High Streets have narrow or no footpaths and are lined with parked cars. If more people are to be encouraged to walk or cycle to our High Streets these need to be made safer and more attractive.

The introduction of 20mph speed limits is a proven way of encouraging more people to walk and cycle on such roads and to reduce accidents. They are also relatively inexpensive. Our parish council, together with Sunningdale parish council, is preparing to hold a joint consultation on the principle of 20mph speed limits in our parishes shortly.

4. Other Walking Routes

We note that there are no walking routes linking:

- Sunninghill with Sunningdale Station and High Street, or to Ascot Station and High Street;
- N Ascot to Ascot High Street.

We ask that these routes are included as priorities.

We would also like to see a few recreational walking routes in our parish and this is something our Parish Council is looking at.

Our thoughts on particular walking routes include:

- SCWR22 – Cheapside Road west of Watersplash Lane to Buckhurst Road. Those wishing to go into the Great Park from the southwest will take the turning off Cheapside Road onto Watersplash Lane and up to the Great Park gate in Buckhurst Rd. We suggest this option is included. Those starting in N Ascot or Ascot can use either New Mile Ride or the public footpath just to the south (fig 24).
- SCWR18 is well used by pupils walking from Sunninghill to Charters School, so may justify being considered a primary route.

5. Cycling Routes within Ascot Strategic Placemaking Area

There are 6 cycling routes listed in Appendix F, 5 of which lie wholly within the Ascot Strategic Placemaking Area [ref: QP1c of the adopted BLP]. As noted above the developers of the 4 listed sites are required to provide these routes. Should they all therefore be designated as primary routes?

6. Other Cycling Routes

Appendix C lists 2 secondary routes and 7 tertiary routes within our parish that lie all, or in part, outside the Strategic Placemaking Area:

SR02, SR03, TR15, TR17, TR18, TR19, TR20, TR22 and TR23.

Our thoughts on these routes are presented below:

- SR02 – Ascot High Street to Sunninghill.
Truss Hill Road from Lower Village Rd to Upper Village Rd is steep, narrow and twisty, and is considered unsuitable as a cycle route. The option is to turn left from Lower Village Road up Exchange Road. There is space to add a cycle path alongside the footpath.
There is also scope to widen the footpath that runs south of the railway from St Georges Lane to Lower Village Road to include a cycleway.

The route is similar to our WG routes 3+6 and 4+6 and diverting up exchange road.
- SR03 – Sunninghill to Charters School via the Bagshot Rd and Devenish Rd.
Devenish Road is considered dangerous for both Cyclists and Walkers. It is safer, but longer, to go via Kings Road (20mph speed limit), Rise Rd (to become a 30mph speed limit), Dry Arch Rd and Charters Road.
- TR15 – Sunninghill to Sunningdale Station.
The sequence of roads should start from Sunninghill.
Is it necessary to include Sunninghill Rd and Church Lane in the route?
Make this a higher priority?
- TR17 – Sunninghill to Windsor Great Park.
The sequence of roads should start from Sunninghill.
- Where does Bridge Road fit?
The junction between Silwood Rd and the London Road is dangerous and, although enhancements are proposed, they don't specifically address cyclists. Should they?
Also, this length of the London Rd includes bends and 0.6 miles of continuous double white lines, making overtaking difficult.
While longer, a route along Kings Rd, Rise Rd, Station Rd, Church Rd, Whitmore Lane and a short length of the London. Rd might be a safer route.
- TR18 and TR19 – are these routes viable?

- TR20 – Sunninghill to Silwood Rd.
The sequence of roads should start from Sunninghill.
We don't see the logic of this route – surely it surely safer and easier to use Kings Rd and Larch Ave.
Also, Coombe Lane is a private Road and the A329 from Coombe Lane to the Sunninghill Roundabout is steep with bends and a double white line.
- TR21 – Ascot High Street to S Ascot.
There are other options worth considering (e.g. our WG route 4).
- TR22 – N Ascot to Ascot High Street.
If permitted by the racecourse, the tunnel from Ascot Heath to the High Street is a shorter and better route (our WG route 5).

7. Other Comments

1. There are a number of omissions from Fig 24 of the C&WIP. For example:
 - Englemere Pond, Allen's Field, S Ascot Rec, Victory Field, Tom Green's Field.
What is the public Park off Church Road Sunninghill and Broomfield? There will be an extensive public Park in the Sunningdale Park estate.
 - The public FP to S of railway between St Georges Lane, up Exchange Rd.
 - From the London Road near the Victory Field entrance North to join the EW FP between St Michaels Church and Cheapside Road.
 - The Ascot Business Park by the station isn't shown. Nor is the small one in Sunninghill or in Church Rd Sunninghill.
2. Much of the infrastructure is Victorian, and this makes it difficult to introduce routes that comply with government standards. One way of doing so is to introduce 20mph speed limits in accordance with the government guidelines. These are proven to increase walking and cycling and reduce the number of accidents. They are also relatively low cost. Is this something that could usefully be included in the plan?
3. The document includes the statistic that 75% of cycling accidents occur at or within 20m of junctions. Particular attention therefore needs to be given to making these safer, including at busy roundabouts.

Cllr PM Deason 27th April 2022.

For and on Behalf of Sunninghill and Ascot Parish Council.



RBWM LCWIP Response

May 2022

Executive summary

The Royal Borough of Windsor and Maidenhead have produced a draft Local Cycling and Walking Infrastructure Plan (LCWIP) document, and have invited Windsor Ascot Maidenhead Active Travel (WAMACT) to review.

WAMACT welcomes many of the sentiments expressed within the introduction to this document, in particular Councillor Haseler's foreword and the Borough's commitment to the improvement of walking and cycling, expressed as follows:

"Our ultimate aim is to invest in increasing rates of walking and cycling as means of travel, and to improve the safety of our streets."

However upon reviewing the substance of the draft LCWIP against both the UK Government's guidance¹ for such plans and other nearby borough's plans, we consider it lacking in ambition, commitment and sufficient meaningful detail to be genuinely effective in its current form.

Given the climate emergency, as declared by RBWM in June 2019, it is vital that the LCWIP contributes to a strong foundation for the Borough's health, well being and environmental objectives.

The draft LCWIP, as it stands, focuses on what could be delivered rather than what should be delivered, and on constrained rather than bold delivery. It proposes a set of tactical, limited interventions rather than a strategic, layered plan for "transformation of local areas"¹ that would have resulted in substantial improvements over its anticipated ten-year span.

WAMACT strongly encourages RBWM to review and improve this plan prior to finalisation and adoption. As a key stakeholder, we stand ready to actively and positively contribute to further iterations of the plan. We also consider it essential that this be a living document, undergoing regular review to ensure its content and priorities reflect that of our community and our wider society as we collectively move towards this decade's Net Zero targets.

¹ *Local Cycling and Walking Infrastructure Plans - Technical Guidance for Local Authorities:*
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/908535/cycling-walking-infrastructure-technical-guidance-document.pdf

In this response, we comment on how the draft LCWIP fails to meet the core expectations of an LCWIP (as set out in the DfT guidance¹ and summarised in the Active Travel: Local Authority Toolkit²), identify key issues and set out recommendations on how these can be resolved.

WAMACT campaigns for high quality, safe access to active travel throughout the Royal Borough of Windsor and Maidenhead. It has evolved from W&MCAG, the legacy group of the RBWM Cycle Forum that helped develop the Cycling Action Plan (CAP) 2018-2028. The remit of WAMACT has expanded to include all aspects of active travel, in addition to the existing cycling focus of W&MCAG. Active travel champions inclusivity, promotes good health and improves the public realm through lowered air pollution and noise.

As such, we are uniquely positioned and engaged to provide critical, constructive and comprehensive feedback on this draft plan.

Failure to deliver on the required core outputs of an LCWIP

The Department for Transport (DfT) LCWIP guidance document¹ (and toolkit²) defines three main outputs for an LCWIP. In our opinion, the RBWM draft LCWIP fails to fulfil these core requirements. Our commentary on each output is summarised below, with a more detailed analysis of specific areas in the following section.

1. **A mapped network plan for walking and cycling that identifies preferred routes, current and future travel patterns, and core zones for further development**

Government LCWIP guidance recommends that the network plan is developed by: "identifying origin and destination points and cycle flows. These flows are then converted into a network of routes. Type of improvements required for these routes should then be determined."

A clear vision for the borough of travel patterns, development zones, and of a step change in travel approaches is lacking in this document to provide a guiding structure for the proposed walking and cycling routes.

The authors of the draft LCWIP appear to have not considered where active travel users will start and end their journeys. Rather than performing a top down review of active travel opportunities in the borough, they have chosen instead to promote small, incremental changes to existing poor infrastructure.

The proposed network is both sparse and disjointed. There is no clear structure, and no data (other than the outputs of the Big Conversation) have been provided to defend these routes or how these were costed and prioritised.

² Active Travel Local Authority Toolkit (Published 13 April 2022):
<https://www.gov.uk/government/publications/active-travel-local-authority-toolkit/active-travel-local-authority-toolkit>

We are furthermore deeply concerned that despite purporting it to be a key reference document, the existing Cycling Action Plan's research, data, maps and evaluated, costed, prioritised schemes appear to play such a minimal role in the premise, structure and underpinning of the LCWIP.

WAMACT Recommendation: Align with Government guidance¹ to generate ambitious, joined up networks for cycling and walking. The primary source of data to generate these networks should be based on existing and future patterns of cycling and walking, and take account of the existing CAP body of recommendations.

2. **A prioritised programme of infrastructure improvements for future investment in the short, medium and long term that contributes towards meeting broader local goals**

Whilst the draft LCWIP provides a very short prioritised list of suggested routes for cycling and walking, these routes are hindered by the lack of structure, process and underlying data described in the previous section.

These prioritised lists are not programmes of work, but rather a list of piecemeal tasks. It is unclear how these were prioritised to match the long term needs of active travel users and unified within a cohesive network.

The draft LCWIP makes no direct reference to any of the (more than 100) Cycling Action Plan 2018-2028's scoped, costed and prioritised schemes which are available 'off the shelf'.

WAMACT Recommendation:

Use the existing CAP material as an established base to jumpstart walking and cycling route proposals which fit with the identified preferred routes in the network maps, and further expand plans for walking as well as cycling infrastructure.

Adhere to government guidelines (including LTN1/20), to design a comprehensive set of short, medium and long term infrastructure programmes of work.

3. A report that sets out the underlying analysis, including the barriers and enablers for walking and cycling, and provides a narrative to support the improvements identified

Whilst the draft LCWIP references several recent government initiatives on Active Travel (mainly through the introduction text and a list of links in Appendix A), the body of the draft LCWIP does not evidence a wider analysis of development needs in the RBWM region, nor does the narrative champion the step change required for ambitious active travel transformation within the Borough. We consider that the “bold action” demanded by the government in its Gear Change strategy is not embedded in the RBWM proposal.

There is limited narrative throughout on expected growth in the area with only a passing reference to the RBWM Local Plan, and no mention of land-use planning, or of shifting travel patterns through changes in residential and business use within (and beyond) the region.

The LCWIP should set out the wider context pertinent to RBWM stakeholders in order to support the planned walking and cycling changes, including:

- Improving accessibility, affordability and journey time/reliability of more sustainable means of travel;
- Enabling ‘non-car reliant’ planned growth;
- Improving links to national transport networks and to neighbouring boroughs; and
- Improving air quality

These wider factors then serve as drivers for the specific proposals, and to obtain greater buy-in across stakeholder groups. How specific issues play out locally helps to then direct the choices to be made and underpins the need for change. Yet minimal evidence has been presented (beyond that of the Big Conversation, which itself had low engagement) to support the proposals listed in the draft LCWIP.

Specific observations on RBWM draft LCWIP

The LCWIP draft document provides a synthesis of prior studies and reports including the 2018 CAP. It includes a detailed report on the 2021 Big Conversation survey, but has little to no evidence of wider stakeholder engagement and feedback.

Whilst we recognise some elements of the document are produced to a high standard, it is easy to mistake production quality with commitment and quality of content. In this section, WAMACT list out the top issues that it feels must be addressed prior to the adoption of the LCWIP.

1. Lack of wider vision and of implementation and delivery details

Local leadership at Borough level is critical to implementing the necessary and urgent changes needed to 'shift the needle' towards active transport, and in particular for reallocation of road space towards non-motorised travel. The upcoming decade will be a critical one for climate change, and RBWM can contribute to mitigating its impact through concrete actions for decarbonisation transport.

As a ten-year strategy it is critical that the LCWIP report sets out key aspirations and readiness for disruptive change, in order to set the stage for detailed proposals.

To deliver on a compelling vision, the LCWIP needs to do more than set out a shopping list of possible route changes and small localised remediation works.

We believe that the LCWIP report must demonstrate a robust commitment to implementing substantive changes in support of active travel. Current wording suggests 'potential' changes and 'feasibility studies' as well as 'difficulties' for specific routes, implying a fallback position to the current motor-centric traffic patterns within the Borough. The plan should make clear that this is not an acceptable outcome, and pledge that it will support changes which may be resisted by a vocal minority of residents and businesses, and that indeed it will embrace active travel provisions to ensure that proposed changes are fully implemented and given time to bed in and for local traffic patterns to adjust accordingly.

Within a 60-page document, only the final three pages are allocated to outlining a ten-year forward view. Furthermore, the LCWIP draft gives no detail on the delivery approach, nor a committed view to incremental milestones, nor of regular public review of what will clearly be a complex and evolving strategy. The document does allude to "short term (< 2 years), medium term (2-5 years) and long term (>5yrs) - p.54" as regards travel corridors but the detail of this planning needs to be made clear.

The key Monitoring section proposes that this “will be achieved through frequent contact and dialogue with various stakeholders such as developers, businesses and town centre managers in order to successfully produce improvements that will benefit all stakeholders” (p.60). Such wording suggests limited engagement with a wider range of stakeholders and potential bias in option selection.

A more concrete and directly relevant set of metrics must also be proposed to measure progress - number of casualties is a callous and reactive proxy for poor traffic infrastructure.

WAMACT Recommendations:

- Explicitly commit to the need to change and to move forward on active travel transformation, even - and especially - in ‘difficult’ areas
- Commit to regular reviews with a representative range of stakeholders throughout the LCWIP lifecycle, recognising that not all parties will always enthusiastically embrace change
- Review and expand metrics to better track effectiveness and timeliness of the selected interventions

2. Lack of commitment to the UK’s minimum standard for active travel infrastructure (LTN1/20)

LTN 1/20 is the required benchmark for schemes to be funded by the Department for Transport. It is also the recognised benchmark standard for quality Cycle Infrastructure Design, and as such prevents scarce resources being spent on sub-standard infrastructure which at best won’t be used, and at worst will make routes more dangerous for users.

We are concerned that the draft LCWIP attempts to downplay the importance of LTN 1/20.

By failing to apply these benchmark standards to all schemes, RBWM risks:

1. Implementing substandard infrastructure that is either dangerous, a waste of public money, or both; or,
2. Losing future DfT funding by failing to demonstrate commitment to quality infrastructure

WAMACT Recommendations:

The LCWIP should follow the design principles of LTN 1/20 at all times across each of its proposed interventions.

3. Lack of willingness and commitment to follow DfT statutory guidance

The Network Management Guidance³ sets out the expectation that local authorities should take measures to reallocate road space to users walking and cycling. This guidance also lists other interventions that are a standard part of the traffic management toolkit, and that a step change³ in their roadmap should be implemented.

It is worth highlighting that 'infrastructure' as defined by central government guidelines does not only include physical installations but also changes such as reducing the pedestrian wait cycles on traffic lights. The draft LCWIP for instance lists "challenges to encouraging walking" (p.44) but steers clear of such proposals.

The draft LCWIP does not consider or use any of these additional measures, and does not demonstrate significant reallocation of road space:

- 20 MPH zones
- Workspace Levy charges
- Public realm improvements
- Modal filters
- LTNs
- School streets

WAMACT Recommendation: The LCWIP should consider and recommend all options listed above, as appropriate to local conditions committing to follow Government guidance on a step change in active travel interventions. It should clearly set out bold aspirations to wider infrastructure interventions beyond tinkering with cycle lanes and localised pavement improvement.

³ *Traffic Management Act 2004: network management to support active travel:*
<https://www.gov.uk/government/publications/reallocating-road-space-in-response-to-covid-19-statutory-guidance-for-local-authorities/traffic-management-act-2004-network-management-in-response-to-covid-19>

4. Lack of joined-up cross-borough cycling network, and of building on existing CAP research

To achieve greatest effectiveness, the LCWIP should:

- Bridge gaps in existing cycling infrastructure;
- Link with wider modal (including walking) transport connections both within the Borough and with surrounding local authority areas; and,
- Ensure that cycling and walking facilities cater for all individuals including disabled users.

The draft LCWIP's recommendations for walking and cycling networks appear to be based on the outputs of the Big Conversation rather than a strategic plan, as little supporting evidence has been provided to underpin them. In addition to the Propensity to Cycle Tool (PCT) and LTN 1/20, other tools which could assist Local Authorities in producing an LCWIP include:

- <https://www.activetravel.org.uk>
- <https://www.healthystreets.com/resources>
- <https://www.cyipt.bike/>
- <https://www.carbon.place/>
- <https://www.sustrans.org.uk/our-blog/research/all-themes/all/active-travel-toolbox/>
- <https://www.gov.uk/government/publications/tag-social-and-distributional-impacts-worksheets>

One of the consequences of this lack of strategic approach is the absence of clear plans to facilitate direct connections between the three main conurbations within the Borough as well as outlying areas. This is vital to support utilitarian cycling for daily activities such as work, education (for example, to schools, colleges and universities), shopping and other needs, as well as for sport and leisure cycling for health, wellbeing and general enjoyment.

Government guidance³ recommends identifying whole-route approaches. It would appear that RBWM has proposed routes that are fragmented to ensure deliverability. This is analogous to building short stretches of motorway with single-track segments in between. Only end-to-end, high-quality routes will unleash full travel potential.

Within the RBWM boundaries, the CAP (which RBWM claims to underpin the draft LCWIP) already includes a scoped and prioritised cycle network. We are unclear why this network was not included in the draft LCWIP. The CAP was developed over an extended period with wide community engagement with the aim of "...providing a network of safe, convenient, connected and legible cycle routes..." (CAP, Para 1.3). As such the CAP schemes fundamentally align with the LCWIP requirements, and can serve as a springboard for the greater aspirations and challenges that our society faces in this new decade.

It is essential that the CAP material is fully utilised to make best use of all previous investment, relevant data including PCT findings, robust research and consultation to develop useful schemes in order to avoid losing momentum and unnecessarily “reinventing the wheel”. The CAP schemes also ensure a ‘bid-ready’ list is at hand for upcoming funding rounds, to avoid RBWM losing out on funding opportunities as has woefully been the situation to date.

WAMACT Recommendations:

Fast-track implementation of the priority CAP cycling schemes, to gain early momentum on Active Travel. Integrate the CAP schemes within an even wider, more ambitious whole-route network.

Perform a network analysis by a transport planning professional to define a well-connected, useful, safe network with adjoining boroughs, including existing and potential connections. This aligns with “Partnership Working” identified in the Cycling Action Plan’s Guiding Vision: “Work with the Thames Valley Berkshire Local Enterprise Partnership (LEP) and neighbouring authorities to deliver cross-boundary cycling schemes and initiatives.” (CAP, Section 2, p.2)

5. Lack of commitment to bicycle parking

A key requirement in encouraging ‘cycling for transport’ is the provision of ubiquitous, well-located and safe parking provision. This is barely referenced in the LCWIP, with only a handful of locations identified on the basis of limited stakeholder engagement. To encourage cycling, provision such as Sheffield stands (installed in line with LTN1/20 standards) should be dotted across a wide range of locations, and can indeed be seen as a ‘quick win’ and a visible indication that RBWM supports cycling, across the entire borough. Furthermore RBWM plays a key role in encouraging local businesses to provide cycle parking at their premises, for instance through workplace car parking levies.

Worryingly, nowhere in the document is there commitment to reducing the number of vehicle parking places, which is an essential element of road space reallocation. There are a number of locations within the borough where existing car parking can and should be reallocated to cycle parking - without impeding on pavement or encroaching on pedestrian space. Typically one car parking position can be replaced by 4 to 6 cycle spaces for much more efficient space use. Consideration must also be given to wide spaces for cargo bikes, tricycles, and other non-standard cycles, and prime position near store entrances etc should be given to encourage their use.

A number of RBWM residents do not own vehicles, so do not benefit from the current ‘free on-road vehicle storage’ (in other words: street parking) currently available to vehicle-owning residents. Provision of safe and secure cycle hangars, with priority to apartment residents, should therefore be included in the LCWIP.

In reallocating space it is essential that accessibility for disabled users is maintained. The current weighting of vehicle spaces is such that this can be readily accommodated or even improved. In practice this would translate for instance to a 20-space carpark including 2 disabled spaces being converted to one for 4 disabled users, 12 bicycles and 14 car spaces within the same footprint. On-road parking in town centres should be reduced to reallocate the space to the wide majority of pedestrian users and prevent motorists circling round repeatedly in an attempt to find a parking spot.

WAMACT Recommendations:

RBWM should explicitly commit to:

- Reallocating a growing proportion of existing vehicle parking across the Borough to non-motorised use (not only to cycle parking, but also cycle lanes and increased pedestrian space, for example: expanded pavements, parklets, trees, etc.)
- Make no distinction in this regard between electric or fossil-fuel vehicles, as both types occupy road space to the detriment of non-vehicle users
- Enforce existing car parking restrictions (Gear Change⁴ indicates that local authorities will be gaining increasing powers in this respect, and as this occurs so too should enforcement and targets be stepped up)
- Ensuring that the cost of safe on-street storage for bicycles not be any greater than, and preferably much less than, on-street car storage. Additional considerations should be made for family or group discounts for bicycle storage

6. Lack of reference to how target increases in walking and cycling trips are delivered

We note that the draft LCWIP's objectives (of a 50% increase in walking and cycling trips) are less ambitious than those set out in the LCWIP Technical Guidance (to double walking and cycling trips), and call on RBWM to revise its plans accordingly.

Further, no detail is given in respect of the prioritised routes as to the expected number of cycling trips which the improvements will generate.

WAMACT Recommendations:

The prioritised routes should include details of the expected numbers of cycling trips to be generated, and how this contributes to the overall objectives.

The target increase in walking and cycling must align to those set for authorities in England.

⁴ Gear Change:

<https://www.gov.uk/government/publications/cycling-and-walking-plan-for-england>

7. Lack of ambition for Core Walking Zones

When developing a mapped network plan for walking, the first step should be the mapping of walking trip generators, such as town and district centres, employment areas, educational establishments and other such destinations. It is not clear from the draft LCWIP that this was conducted as the first step in the process. The absence of a secondary school (Charters School, Sunningdale) serving 1,700 children from the Walking Network Maps suggests that this process is still incomplete and requires revision. Once mapped, the Core Walking Zones (being areas with a number of walking trip generators located close together) can then be mapped and routes developed for audit.

The Walking Audits (as detailed in Appendix E of the draft LCWIP), contains predominantly existing walking routes, albeit with the addition of tactile pavements and crossings.

Whilst this additional infrastructure is welcome, the Appendix does not provide a comprehensive, well-connected set of routes.

Despite 69% of responses to the Big Conversation stating that busy roads prevent them from walking in some capacity, it is notable that the list of "Current challenges for encouraging walking" does not include any reference to the impact of motor traffic. The oversight is evident in the Walking Audits which do not include significant measures to reduce motor traffic speeds or volume, or reallocate road space to pedestrians. We believe that Appendix E lists some quick wins which could provide improvements for residents, but (with few exceptions) most are unlikely to address the dominance of motor traffic in each area.

The absence of dedicated Core Walking Zones for Datchet, Sunningdale, Holyport and Fifield is of additional concern, as is the continuing 'squeeze' of pedestrians along small historic roads such as The Pound in Cookham.

Whilst the LCWIP recommends that "our town centres – as particularly important destinations for local trips – be better suited for cycling and walking", this may disadvantage improvement of walking routes elsewhere, or indeed local non-central zones where a small nucleus of shops or a community/sports centre would greatly benefit from less-car-centric access.

WAMACT Recommendation:

Follow Government guidance² and perform a re-analysis of the Core Walking Zones and walking audit, taking into account all opportunities available in the infrastructure toolkit for all areas of the Borough, including, but not limited to:

- School streets
- Reducing speed limits
- Introducing more pedestrian and cycle zones
- Modal filters
- Continuous footways on side streets
- Reduced radius at street intersections
- Closing roads to through traffic

8. Lack of reference to working with delivery partners

RBWM claims that the draft LCWIP has been developed in conjunction with the CAP, however the scoped and prioritised schemes and network development from this Plan have not been called out.

It is unclear which other local stakeholders have been involved in the drafting of this LCWIP. Government guidance¹ (as shown in Figure 1) provides a comprehensive list of suggested stakeholders, including local and national campaign groups, delivery partners (such as Highways England, Network Rail and Sustrans) and other organisations such as Local MPs, Local Enterprise Partnerships and NGOs.

Public and Interest Groups	Delivery Partners	Other Organisations
<ul style="list-style-type: none"> • Cycling and Walking Groups • Disabled People's Groups • Residents' Groups • National Campaign Groups • Business Groups • Universities 	<ul style="list-style-type: none"> • Canal and River Trust • Highways England • Sustrans – National Cycle Network • Adjoining Local Authorities • Network Rail • Rail Operators • Bus Operators 	<ul style="list-style-type: none"> • Local Members • Local MPs • Other Authority Departments • Local Enterprise Partnerships • ROWIP Reference Group • Neighbourhood Planning Groups • Parishes • Non-Government Organisations • Police and Emergency Services • Business Improvement Districts

Figure 1 - List of "Suggested Stakeholders" from [1].

From the outset, RBWM chose not to work directly with W&MCAG/WAMACT and other recognised groups with specific interests in cycling and walking (for example: LAF, Disability and Inclusion Forum, Neighbourhood Plan groups), in sharp contrast with the methodology for drafting the CAP. We are also unclear which (if any) local or national stakeholders RBWM chose to work with.

WAMACT Recommendation:

Follow Government guidance¹ and work with local and national stakeholders, including WAMACT to redraft the LCWIP in order to meet DfT requirements and enhance its prospective effectiveness.

9. Lack of support for School Streets

School Streets are a core element of the government's Gear Change strategy, and one of the key metrics in the government LCWIP guidance which stipulates: "The following target has been set to 2025: to increase the percentage of children aged 5 to 10 that usually walk to school from 49% in 2014 to 55% in 2025".

There are 66 state-maintained schools within RBWM⁵, with additional public schools as well. It is widely recognised that school-run traffic constitutes a significant percentage of local vehicle movements, yet most students live within walking or cycling distance of their local school, with parents worried about traffic levels. Moreover a key aim of active travel initiatives such as Bikeability is to encourage children with safe local cycling, and has the longer-term benefit of familiarising the next generations with cycling as a normal and casual mode of transport.

Within this context it is highly disappointing and shows lack of ambition for the draft LCWIP to translate the lack of engagement in the Big Conversation outputs (the School Streets survey receiving only 104 responses) into a near-complete disregard of any School Street provision, only identifying four schools for review.

WAMACT Recommendation:

The benefits of school streets are considerable and borne out in many other towns and cities. WAMACT urges RBWM to:

- Revise their conclusions in this respect
- Press forward with rollout of this approach
- Ensure this is tracked as one of the LCWIP yearly progress metrics, as per government guidance

⁵ Source: <https://www.rbwm.gov.uk/home/schools-and-education/schools-directory>

10. Lack of commitment to remove pavement clutter

The draft LCWIP acknowledges that pavement clutter is a barrier to accessible travel in the Borough and as such work should be planned to remove this clutter. Yet the draft LCWIP, provides no tangible commitments to this, only suggestions in Appendix E *Walking Audits* to “consider” such effective interventions as relocation of street furniture, or enforcement of pavement parking prohibition. Whilst these are depending on funding, the intention to proceed should be clearly and openly stated in the LCWIP.

A concrete and immediate action that requires no construction work would be ongoing vegetation clearance of public footpaths, for example overhanging hedges both on private and public land. It is common within RBWM to see footpaths reduced by half or more of their width through overhanging hedges, or soil and weed accumulation. Regaining this space at a stroke expands facilities for pedestrians and should be seen as a “quick win” - though it is essential that this be managed as a recurring and proactive programme else the benefits will evaporate. Clear and visible commitment from RBWM in this respect would help embed the wider shift towards prioritising pedestrian and cycling travel that is claimed in the draft LCWIP’s introduction.

WAMACT could find no reference to the siting and managing of electric vehicle (EV) charging points which impede on the public realm. The deployment of such EV points is expected to dramatically increase over the next decade and as such should be covered in the LCWIP. This applies both to government-funded points on pavement/roadway edges and to individual private installations - anecdotally we are already seeing instances on local side roads of charging cables dangling across pavements causing trip hazards for pedestrians. We would expect the LCWIP to explicitly adhere to the recently published Government strategy which states:

“Chargepoints should not obstruct pavements or highways, or present a safety risk to pedestrians⁶.”

WAMACT recommendations:

- Commit that no EV charge points will be authorised by the Borough which restrict pavement space
- Commit to enforce that any privately installed EV charge points will also not obstruct or hinder pedestrians or cycling space

⁶*Taking charge: the electric vehicle infrastructure strategy*
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1065576/taking-charge-the-electric-vehicle-infrastructure-strategy.pdf

11. How the RBWM LCWIP compares with those of neighbouring boroughs

Reading's LCWIP⁷ favours a holistic approach tying in with their wider town development plans, integrating Clean Air targets, and developing plans in conjunction with neighbouring boroughs.

The Reading plan also notes the evolving nature of the plan given the complexity of inputs and changing external drivers, and that this should be a "living document" with periodic reviews. WAMACT strongly supports this approach, and requests that this principle be clearly set out in the RBWM LCWIP.

- https://images.reading.gov.uk/2020/01/Local-Cycling-and-Walking-Infrastructure-Plan_Accessible-Low-Res_March-2020.pdf

BCP (Bournemouth, Christchurch and Poole) Council has produced a concise document treating the area covered by its LCWIP (October 2021) with a similarly holistic, evidence-based and cohesive approach. Identifying the three "Key Outputs of LCWIPs" from the DfT's Cycling and Walking Investment Strategy (2017) as its starting point, this strategy is replicated throughout the Plan in a straightforward structure and clear supporting text supported by a series of maps which correlate directly with the LCWIP's objectives. The maps make excellent and constructive use of the opportunity for BCP Council to treat its Borough and out-of-area connections as an integrated whole.

- <https://www.bpcouncil.gov.uk/News/News-Features/Transforming-Travel/Local-Cycling-and-Walking-Infrastructure-Plan.aspx>
- <https://i0.wp.com/www.bhactivetravel.uk/wp-content/uploads/2018/08/BCP-LCWIP-Proposed-primary-cycling-network-and-PCT-20190226-page-002.jpg?ssl=1>
- <https://www.bhactivetravel.uk/2021/03/more-cycling-and-walking-infrastructure-for-bcp/>

⁷ Reading LCWIP

<https://www.reading.gov.uk/vehicles-roads-and-transport/transport-strategy/local-cycling-and-walking-infrastructure-plan/>

Conclusion

WAMACT deeply appreciates that the RBWM faces a huge task to overcome a significant lack of investment and development of cycling and walking infrastructure stretching back over many decades, as well as a generational shift in attitude and priorities to align these with wider social responsibilities and impetus from Government. In light of this, therefore, an even greater effort will be required to draft an LCWIP which is compliant with DfT guidance and an appropriate tool to address historical shortcomings, and with which to confidently plan for the future.

We are frustrated that despite opportunities to work with key stakeholder groups such as ourselves throughout the period since plans for an LCWIP were first announced, comments drawn from “Big Consultation” events and consultation surveys have been balanced disproportionately against the adopted Cycling Action Plan and granular awareness, specialist knowledge and informed insights which these groups could have provided at crucial stages in the LCWIP’s development.

As W&MCAG, we were one of three stakeholder groups, alongside the Local Access Forum and the Disability & Inclusion Forum, requesting that a “task & finish” function be included in the production of the LCWIP, such as the one which was formally included in the final draft phase of the Cycling Action Plan. This would have enabled many issues including those we have raised in our comments above to be considered and addressed before now.

As WAMACT, we argue that further work with stakeholders will be critical before the draft can be finalised if a robust LCWIP is to be achieved. Failure to do so would, in our view, be unwise in the extreme and only serve to further set back RBWM’s important cycling and walking aspirations.

LOCAL ACCESS FORUM SUBGROUP MEETING NOTES -**18TH May 2022 – 4pm**

Those attending:

LAF members: Lisa Hughes (Vice Chair), Susy Shearer, Steve Gillions, Trisha Mentzel, Geoff Priest (Chair)

RBWM Officers: Tim Golabek (Service Lead Transport & Infrastructure), Jacqui Wheeler (Parks and Countryside Access Officer)

LAF Questions about the LCWIP

1. What was the rationale for prioritising roads and routes in the LCWIP?
2. Can you give a summary of the LCWIP progress between now and proceeding to Cabinet as well as a delivery and implementation strategy, and what role(s) the stakeholder groups could potentially have in these?
3. How services in your remit can contribute to the rights of way network; how traffic calming measures could be used to make road crossings on walking and riding routes safer; and more specifically how roadside verges could become part of the walking/riding network, especially to link routes?

TIM Golabek – Head of Infrastructure & Transport

The Transport team (now in-house) deals with changes to the network across all forms of transport.

- Road Safety Schemes – traffic calming measures, speeds, signage etc
- Public Transport – hubs, route planning, negotiating with bus companies
- Development Control – Local Plan
- Local Cycling and Walking Infrastructure Plan (LCWIP) **Active Travel**
- EV charging point development

Dug Tremellen is Policy Manager – has LCWIP in his remit.

Huw Jones is Traffic Safety Manager

VACANT is Public Transport Manager

LISA Hughes – explained she sits on the Windsor Partnership Board to helping look at inclusivity and accessibility of Windsor as a major world tourist destination.

STEVE Gillions – highlighted the major concern in linking the PRow network which has limited potential for new provision with the wider walking and cycling network.
- Interested in the potential for adopted highway verges to become useable multi-user routes for all vulnerable road users. EG; Drift Road, Switchback Road North

TIM

LCWIP – there are challenges for LAs around the DfT guidance which is very urban centric.

- Unlock funding for urban linkages BUT ignores the wider missing links within the borough that came to light through the Big Conversation.
- DfT funding is dependent on getting the biggest return ie; the largest modal shift.

Wants LCWIP to have argument for both urban centric and finding missing linkages in network. It's about looking 10 years ahead and making judgements.

STEVE

Can we look at it in aspirational way rather than solely funding led?

Setting the tone for non-urban improvements, dream a bit and balance with wildlife.

Can we suggest top 4 or 5 specific locations?

Feels wrong that it doesn't mention horses – need multi-user routes.

TIM

Yes, needs aspirational element BUT must be feasible as need funding to be secured.

SUSY Shearer on behalf of Windsor Cycle Hub and Windsor Ascot Maidenhead Active Travel (formerly W&MCAG)

Want to see more of a long-term vision for the structure/connectivity across the whole borough through, for example, travel origins and destinations being shown on a single map.

TIM

The LCWIP will go to June's Cabinet meeting to be adopted, and he wants it to be a living document so can still receive input after approved.

TRISHA

Suggested Knowl Hill Bridleway Circuit – review and improvements – problems crossing the A4 at Knowl Hill

LAF could help by prioritising “quick wins” for highway verges, crossing points.

SUSY

Speed limits ought to be an important element of the strategy as RBWM have capability to set these. They must be appropriate and in consultation/agreement of Police who need to be able to enforce. Maidenhead/Cookham corridor

TIM – Opportunity for a test case to be taken on

LCWIP is a starting point. The DfT guidance is opposed to non-direct routes which takes off-road routes out of the equation.

Tim is committed that every scheme design will be consulted on with WAM Active Travel, WCH and the LAF.

The Cabinet Report includes an Implementation Report – for schemes to be delivered this year 22/23 as budget is available.

Every LCWIP scheme will have an Equality Impact Assessment.

SUSY

Asked about funds for schemes this year – There is £1.5m to be spent. How has it been decided what will be implemented? Will these be the prioritized schemes already in the Cycling Action Plan?

Noted that there is an expectation that the high priority CAP schemes need to be implemented.

TIM

First step is to decide on what will be investigated each year.

SHORT TERM - investigate and implement in 1 year

MEDIUM TERM – 2- 5 years

LONG TERM – 5+ years

EG: Mill Lane /A308 – money has been committed to investigate a scheme here which will be consulted on. Funding can be released to be used elsewhere though if it doesn't work out.

2 batches of cycle parking = quick wins

NB: KEY TO MONITOR EFFECTIVENESS OF IMPLEMENTATION

Plan for this year's schemes to be implemented is currently being built through existing CAP prioritised schemes and using the PCT (Propensity to Cycle Tool).

These schemes are as follows:

- Junction improvement at A308/Mill Lane
- Stovell Road/Barry Avenue walk/cycle corridor
- Pedestrian crossing improvements in Datchet
- Walk/cycle improvements in Maidenhead town centre

TIM

Nothing is too rural to be considered – submit ideas – which can then be fully assessed – traffic speeds, frequency of crossing and then find appropriate solutions.

NB: Highway Improvements can be requested on the RBWM website. This is to be expanded so it can feed directly into the team dealing with the LCWIP.

New Government Executive Agency **ACTIVE TRAVEL ENGLAND** will be operational in Sept/Oct 2022.

This page is intentionally left blank

LOCAL ACCESS FORUM CHAIRS MEETING

1. PURPOSE OF REPORT

To request members steer about the upcoming LAF Chairs Meeting on 20th July 2022.

2. BACKGROUND

After several attempts we have now been successful in arranging an online meeting to restart the LAF Chairs meetings. It has been several years since the last meeting but officers and LAF members alike agree the potential value of these meeting in terms of information sharing and networking among neighbouring Forums.

3. PROPOSED AGENDA ITEMS

Introductions

Summary of LAF functioning - each Chair giving a summary of how their LAF functions

- How many times a year it meets, and time of day (that influences who is able to be a member).
- Membership (balance of different stakeholders)
- Focus - for example, the balance between rural and urban, PROW and other types of access
- Achievements and challenges.

What should be the Region?

Discussion about which geographical areas should be included in these meetings.

Current Forums attending the meeting –

- Bracknell Forest LCAF,
- Mid and West Berkshire LAF (covers; Wokingham, West Berkshire and Reading areas)
- Surrey CAF
- RBWM LAF

Suggested Forums to invite –

- Hampshire CAF
- Oxfordshire CAF
- Buckinghamshire LAF
- Slough LAF (not currently running)

Question - *Would RBWM LAF members support the suggested Forums being invited to attend the LAF Chairs meetings?*

NE/Defra engagement/communication

Concerns have been raised namely by Mid and West Berkshire LAF members about the apparent lack of interest of Government in the Work of LAFs (which probably means Natural England, since most responsibilities are delegated to it).

Previously there were National LAF conferences/meetings, provision of Huddle platform for all LAF members to communicate with each other and directly with NE.

Update from NE (Senior Specialist: Public Access, Recreation and Rights of Way in January 2022 was:

“The intention is to replace HUDDLE with a SharePoint site once we have secured some staff resource to devote some time to LAF work”

Question: *Would RBWM LAF members support the suggestion of the Chairs jointly writing a letter to the responsible Minister? (who is Lord Benyon, former MP for Newbury and West Berkshire resident - as well as being its largest landowner!).*

Active Travel/Climate Change

Discussion of Active Travel England (ATE) plans and possible consequences for LAF working.

The new executive agency ATE was launched in January 2022 by the Department for Transport with Chris Boardman as it's national commissioner.

Active Travel England will be responsible for driving up the standards of cycling and walking infrastructure and managing the national active travel budget, awarding funding for projects that improve both health and air quality.

ATE's establishment follows the Government's commitment of £2bn for cycling and walking over this parliament.

Cross boundary working

Discussion of any current cross boundary working projects or requirements. Success stories for bench marking and sharing. Location specific issues.

Question: *Do RBWM LAF members support this agenda?*