

## CYCLE FORUM

TUESDAY, 24 JANUARY 2017

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

Also in attendance: Luke McCarthy, Maidenhead Cycle Hub.

Officers: Wendy Binmore and Gordon Oliver

### APOLOGIES FOR ABSENCE

Apologies were received from Mr Harry Bodenhofer.

### DECLARATIONS OF INTEREST

None received.

### MINUTES

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

#### Actions from previous minutes

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

### CYCLING STRATEGY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**RESOLVED UNANIMOUSLY: That Members of the Cycle Forum:**

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

**ASCOT TO WINDSOR CYCLE ROUTE**

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

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

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

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

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

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

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

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

## A.O.B

### Maidenhead Cycle Hub

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

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

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

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

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

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

#### A308 Braywick Road / Stafferton Way

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

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

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

#### Hibbert Road

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

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

#### Maidenhead Waterways

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

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

#### Engaging non-cyclists

This item was deferred to the next meeting

#### Motor vehicles passing cyclists too close

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

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

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

CHAIRMAN.....

DATE.....