

ITEM: CYCLING ACTION PLAN TASK & FINISH GROUP

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

1. Purpose of the Report

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

2. Supporting Information

Background

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

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

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

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

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

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

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

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

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

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

- Rail station hubs

2.13 The pros and cons of each system were examined and a summary of the costs and performance of two local schemes (Reading and Slough) were examined.

2.14 The group was informed that the Council had been approached by NextBike, which would like to set up a scheme in the Royal Borough. Also, Heathrow Airport is looking to launch a scheme in 2018 and would like this to extend into surrounding local authorities to help cater for commuting trips by airport staff. Both schemes would be provided at no cost to the Council.

3. Recommendation

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

APPENDIX 1 – CYCLE HIRE SCHEMES PRESENTATION