

Central Windsor Neighbourhood Plan
Transport Topic Group
Minutes of the Meeting held Thursday 9th January 2014
The Mansion House, Legoland, 6.30pm – 8.00pm

1. **Present** David Bulbeck (chair); Peter Wilkinson; Peter Hooper; Peter Hilliar; John Bastow; Trevor Robinson; Paul Roach (WETP); Ingrid Fernandes; Brian Rayner; Susy Shearer; Margery Thorogood

Apologies for absence received from Sue Kemp; Cllr Natasha Airey;

2. **Minutes of the previous meeting**

The minutes from the 6th December 2013 meeting were agreed

3. **Matters arising**

- **Project Plan** - David summarised the steps in the Project Plan over the next few months. These were, working towards the Vision Day:
 - 27th Jan - Distribution of each Topic Group's key issues to be distributed amongst the TG chairs
 - 30th Jan - Meeting of Topic Group chairs to collate the key issues into a single cohesive list of issues and questions.
 - 4th Feb - CWNP Steering Group and Forum meeting, to review and approve the collated list of issues and questions.
 - 4th-27th Feb will be to prepare the material (pamphlets, emails, display boards, maps etc) to be used for the Vision Day
 - 27th Feb - Vision day, at a venue to be confirmed but expected to be in Central Windsor. The plan is for this even to run from around 3pm to 9pm, to be convenient for a broad audience of those who live and work in Central Windsor.
- **Business, Shopping and Tourism TG draft report** - David read the vision page which has been prepared by the Business TG, which has the following points:
 - Preserve, enhance and support Windsor's distinct local character and cultural identity as a heritage town.
 - Business buildings offices and shops should respect Windsor's heritage (but allow for the modern age and embrace new technology).
 - Support Windsor as a prestige destination.
 - A successful diverse vibrant and healthy local economy that meets and balances the needs of residents, business and visitors.
 - Excellent accessibility to the town centre for visitors and businesses without disadvantaging residents.
 - Ensure a fantastic welcome for visitors and a great first impression
 - Excellent use of riverside areas
 - Support a distinctive public realm and open spaces

It was felt that these points neatly summarised most of the issues which the Transport TG had raised, although we would like to emphasise the "prestige destination" and "fantastic welcome" points with the "theatrical experience" which we had incorporated into our issues. We also felt that we needed to ensure there was a reflection of the volume of through traffic which causes issues within the CWNP area without providing any benefit.

- **Key concerns and Topic Headings** - The items which had been raised as "Key Concerns" and the four proposed headings were reviewed. The first heading in particular caused debate as it was felt that "increase capacity for vehicles" appeared to focus solely on creating larger and wider roads, whereas the desire is to make the roads more efficient by intelligent controls, such as active control of traffic flows by traffic light phasing and developing a coordinated traffic management system. The group also proposed a number of minor changes to the list of key concerns, which are reflected in the amended table below:

<p>Increase capacity and promote efficient use of existing infrastructure</p> <ul style="list-style-type: none"> ○ Western relief road (to possibly connect M3 and other through traffic to M4) ○ Manage demand and control of Through Traffic (number of vehicles using Royal Windsor Way as a commuter route) and improve provision and signage of alternative routes ○ Parking within Windsor (review both the provision of short term “shoppers” parking and long term park and ride.) ○ Ease traffic flows on the Royal Windsor Way, particularly the roundabout at M4 jct 6 ○ More efficient use of roads through active controls and management, such as intelligent traffic lights and signage diverting traffic from localised hot-spots ○ Review signage for through routes and parking / park and ride areas. ○ Traffic enforcement (increased provision of 20mph zones around schools and residential areas and stricter enforcement of all traffic laws to improve traffic flow and promote “safer streets” for pedestrians and cyclists by, for instance, raised crossings at the entrance to residential streets) ○ Review provision for local short term car hire scheme (including the option of using electric vehicles) 	<p>Reduce Demand for Road Capacity</p> <ul style="list-style-type: none"> ○ Park & Ride (how to promote, can it be expanded, how to use efficiently to address congestion) ○ Through Traffic (provision / promotion of an alternative route) ○ Cycling (promoting safe cycling and addressing cycle parking facilities) ○ Pedestrians (encourage walking and improve the pedestrian experience through the provision and quality of pedestrian facilities) ○ Public transport - buses. (promote additional bus capacity, such as direct links between local towns) ○ Public transport - trains. (use of trains is stifled by need to either change in Slough or use the Waterloo service which takes an hour, can we encourage 24 hour transport with the number of people using Windsor at night over the weekend?) ○ Create local car-sharing scheme - e.g. web site, mobile phone apps to encourage multiple occupancy. ○ Variable message signs on motorways (use of active traffic management and directing traffic to all the main visitor attractions in Windsor) ○ Increased hotel accommodation (providing more hotels, possibly with local shuttle buses into town centre, possibly linking with tram, will alter the timing of travel into the CWNP area) ○ Valet parking (premium service, meet drivers in town and park the vehicles out of the centre)
<p>Increase Demand for Alternative forms of Transport</p> <ul style="list-style-type: none"> ○ Use of river for visitor traffic (can we create a theatrical experience for visitors?) ○ Tramway (similar theatricals to use of river, possibly with a circular route, driverless trams, 24 hour running designed to ease travel for residents, commuters and tourists) 	<p>Increase Provision for Alternative forms of Transport</p> <ul style="list-style-type: none"> ○ Re-assess optimum use of the Alexandra Gardens Coach Park ○ Cycle hire scheme (expansion of the Slough cycle hire scheme or creation of stand-alone Windsor & Maidenhead scheme)

4. Actions

David said that the focus for the CWNP group over the next few months was on the Vision Day consultation and that there would be a call for volunteers before then, probably from Natasha Airey or Claire Milne, to help produce the material and volunteers on the day.

5. Next Meeting

The next meeting of the Transport Topic Group is at a time and location to be confirmed. The purpose of the next meeting will be to focus on the feedback from the Vision Day consultation.

6. Appendices

- Appendix A - transport map