

**Central Windsor Neighbourhood Plan**  
**Transport Topic Group**  
**Minutes of the Meeting held Wednesday 27<sup>th</sup> November 2013**  
Creator C room, Legoland Resort Hotel, 6.30pm – 8.00pm

1. **Present** David Bulbeck (chair); Paul Roach (WETP); Peter Wilkinson; Phil McMichael (WDCC), John Bastow; Trevor Robinson; Sue Kemp

**Apologies for absence received from** Susy Shearer; Colin Shearer; Cllr Natasha Airey; Michael Williams

2. **Minutes of the previous meeting**

There were no minutes from a previous meeting to be agreed

3. **Matters arising**

- **Neighbourhood Planning** - David explained some of the background behind the concept of the Neighbourhood Plan and the broad objectives of the Neighbourhood Forum and the Topic Groups.
- **Vision Document** - David explained that there was a need for some expediency in the broader task of producing the Vision Document for the CWNP, and the role of the Transport Topic Group within that task.
- **Key concerns** - David asked for inputs from all members present on what they considered to be the key concerns which should be addressed, both within the narrow remit Transport TG and anything which might also impact the broader remit of the Neighbourhood Forum.

The concerns raised were as follows:

- Park & Ride (how to promote, can it be expanded, how to use efficiently to address congestion)
  - Western Relief Road (to connect through traffic and Legoland to M4 jct 8/9)
  - Through Traffic (number of vehicles using Royal Windsor Way as a commuter route)
  - Parking within Windsor
  - M3 / M4 link road
  - Cycling (promoting safe cycling and addressing cycle parking facilities)
  - Public transport (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)
  - Ease traffic flows on the Royal Windsor Way, particularly at M4 jct 6
  - Re-assess optimum use of the Alexandra Gardens Coach Park
  - 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)
  - Variable message signs on M4 (use for active traffic management and directing traffic to all three 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)
  - Cycle hire scheme (expansion of the Slough cycle hire scheme or creation of stand-alone Windsor & Maidenhead scheme)
  - Traffic enforcement (increased provision of 20mph zones around schools and residential areas and stricter enforcement to promote safer streets for pedestrians and cyclists)
- **Overall Objective** – During the discussions, several of those present wanted to highlight that the vision document and formal plans which are produced by the CWNP process are required to take account of the needs of all interested parties, whether those were residents, visitors, people who work in the CWNP area and people who travel through it to get to work. Paul mentioned the daily traffic volumes on the Royal Windsor Way were around 30k vehicles each way, which is greater than the population of Windsor. Whilst it is only the residents who will vote in the referendum, the needs of all groups should be reflected in the Neighbourhood Plan.

#### 4. **Actions**

The Group discussed the availability of information on traffic flows and volumes, particularly:

- Number of visitors arriving by train and the start point of their journey
- Traffic volumes along the Royal Windsor Way at key times of the day and week
- Understanding where that traffic originated and the destination
- Car park capacities
- Statistics about accidents, such as KSI figures, accident hot-spots and transport types involved
- Age profile of visitors

Paul offered to see what information on the above was readily available

#### 5. **Next Meeting**

The next meeting of the Transport Topic Group will be on Thursday 5<sup>th</sup> December, again in Creator C Room at the Legoland Resort Hotel.

#### 6. **Addendum**

After the meeting, Susy Shearer, who had planned to attend the meeting but was unfortunately delayed, distributed the following by email and asked that it be added to the minutes.

Cllr Evans (Chair, RBWM Cycle Forum) and Gordon Oliver (RBWM Principal Transport Officer) recently contacted to ask if I could support and help publicise a cycle workshop, the purpose of which is to identify and analyse improvements required by existing cyclists and what changes would encourage more people to consistently choose cycling as a means of daily transport.

The idea is that this information will be collated for Cllr Hill / Lead Member for Transport, who has indicated his intention to focus resources on the delivery of improved cycling to RBWM's three major centres of population.

The Council has just carried out this exercise in Maidenhead and will look at doing the same in Ascot early in 2014.

To this end, I have been in contact by phone / e-mail / direct discussion with several cyclists in Central Windsor to inform them of this proposed event and see whether they would be interested in attending. A date had been suggested but had not been confirmed at that point.

Earlier this week I was contacted by Cllr Evans to advise me this has now been scheduled for Wednesday 18 December from 7-9pm (venue TBC). The focus of the event is infrastructure investment (principally S106 contributions) and the agenda has been set as follows:

- 1) Evidence
- 2) Vision and objectives
- 3) Existing infrastructure
- 4) New infrastructure (including cycle parking)

Over the course of my involvement with the CF, I have requested and/or been asked to advise on a number of projects to be included in the SPG which enables S106 monies to be allocated for these projects:

- a) installation of cycle parking, cycle lanes (better visibility, creation of new lanes/paths, and a more comprehensive network) and ASLs and feeder lanes;
- b) potential improvements in road safety provision in specific areas of Windsor, including the installation of double yellow lines where appropriate;
- c) cycling education and awareness.

I am happy to continue taking cycling matters forward, along with other interested individuals, on behalf of the CWNP.

Now that the date has been agreed, please could this event be publicised (updated with venue once this is also confirmed) within the Transport Group and on the CWNP website, with a view to generating as high a turnout as we possibly can.