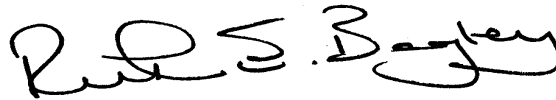


Date of issue: Tuesday, 20 January 2015

MEETING	LOCAL ACCESS FORUM
DATE AND TIME:	WEDNESDAY, 28TH JANUARY, 2015 AT 6.30 PM
VENUE:	MEETING ROOM 1, CHALVEY COMMUNITY CENTRE, THE GREEN, CHALVEY, SLOUGH, SL1 2SP
LOCAL ACCESS FORUM SECRETARY (for all enquiries)	JACQUI WHEELER, RIGHTS OF WAY OFFICER 01753 477479

NOTICE OF MEETING

You are requested to attend the above Meeting at the time and date indicated to deal with the business set out in the following agenda.



RUTH BAGLEY
Chief Executive

AGENDA

PART 1

<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>TIME ALLOCATED</u>
1.	Apologies and Welcome		
2.	Declarations of Interest		(2 mins)

(Members are reminded of their duty to declare personal and prejudicial interests in matters coming before this meeting as set out in the local code of conduct)

<u>AGENDA ITEM</u>	<u>REPORT TITLE</u>	<u>PAGE</u>	<u>TIME ALLOCATED</u>
3.	Minutes of the last meeting held on 30th Oct 2014	1 - 8	(2 mins)
4.	Matters Arising (other than those on the agenda)		(10 mins)
5.	Membership		(2 mins)
6.	Transport /Schemes/Designs - Updates and consultations	9 - 22	(10 mins)
7.	Ditton Park / Linear Park Cycle Path		(10 mins)
8.	Cycling Bike It and other	23 - 30	
9.	Horizon Scanning - ROWiP		

Press and Public

You are welcome to attend this meeting which is open to the press and public, as an observer. You will however be asked to leave before the Committee considers any items in the Part II agenda. Please contact the Democratic Services Officer shown above for further details.

The Council allows the filming, recording and photographing at its meetings that are open to the public. Anyone proposing to film, record or take photographs of a meeting is requested to advise the Democratic Services Officer before the start of the meeting. Filming or recording must be overt and persons filming should not move around the meeting room whilst filming nor should they obstruct proceedings or the public from viewing the meeting. The use of flash photography, additional lighting or any non hand held devices, including tripods, will not be allowed unless this has been discussed with the Democratic Services Officer.

Local Access Forum – Meeting held on Thursday, 30th October, 2014 at the Meeting Room 1, Chalvey Community Centre, The Green, Chalvey, Slough, SL1 2SP

Present:-

LAF Members

David Munkley, Local Access Forum (Chair)
Ian Houghton, Local Access Forum (Vice-Chair)
Councillor Satpal S Parmar
Councillor Wayne Strutton
Toby Evans
Andy Packer, Walking and cycling

Observers

Officers, Slough Borough Council

Jacqui Wheeler
Rights of Way Officer
Sing-Wai Yu
Team Leader Highways Maintenance & Asset Management

154. Apologies and Welcome

DM welcomed Andy Packer as an observer at the meeting. Apologies were received from Ken Wright, Trevor Allen and Tony Haines.

155. Declarations of Interest

None.

156. Minutes of last meeting held on 1st May 2014

The minutes of the last meeting held on 1st May 2014 were agreed to be an accurate record.

157. Matters Arising (other than those on the agenda)

Ditton Park Cycle Path Update –

JW reported that the repairs to the Northfield path were completed in September 2014 and that CA Technologies have been informed that there are weeds already appearing through the new surface. JW has recommended a regime of spraying on the paths to deal with this problem. CA Technologies have said they will take this up with their contractors.

JW tabled photos of the cycle path running through Slough exhibiting maintenance issues; weeds encroachment, trees overhanging; explaining the confusion over maintenance responsibility. DM requested details of the original specification (width, surface treatment etc.) and date of path construction as well as enquiring what legal status the path has. Members were concerned that the path in Slough has a legally protected status eg; as a public right of way or as a cycle track and that it is maintained to the original standard. JW thought that as the land was deliberately purchased by the Council to construct this path, it may not have been considered necessary to have a legal dedication. WS mentioned that the farmer uses the path with vehicles. DM expounded the beauty of the path and surroundings through the Ditton Park Estate.

Members discussed the previous path repairs on the South Field path that members visited during the summer. It was felt the level of the path is lower than the surrounding land despite CA stating that they had built the level up. JW said the condition of this path would need to be monitored bearing in mind it had already been flooded once since the repairs.

Resolved – JW would find out details of path construction and investigate its legal status. JW agreed to chase CA Technologies

Footpath 35a – Herschel Street to High Street Slough –

JW tabled the draft design for the “Alpha Street” development and explained the stopping up of the footpath can be achieved under the Town & Country Planning Act as the path is being used within the design.

Footpath 57 Tuns Lane to Glentworth Place –

Members were asked for a steer on whether an informal consultation of the residents in Glentworth Place should be done to help decide on whether this path should be permanently closed as the usage is most likely to be the residents themselves. There had been no further reports of anti-social behaviour and SP as Councillor for this ward reported no recent complaints. Members felt that despite the path being narrow and not providing a significant short-cut that since there is no new evidence of crime/asb, no further action should be taken at this point in order that expectations are not raised.

Old Bath Road, Colnbrook – Dis-used Railway - Planning application

DM queried whether the LAF could take any action to help in getting this path dedicated as a public right of way. JW confirmed that a claim would need to be made by users/interested party for the path to be made a public path. She explained that the Council itself could support an application to add the path to the Definitive Map on the basis of discovery of evidence, but the process

Local Access Forum - 30.10.14

would be a slow one. Investigations would need to be done to ascertain any historical evidence to show the route has existing public rights.

This path wouldn't necessarily be lost due to the 2026 cut-off date because it doesn't just rely on historical pre-1949 evidence.

JW thought that if the LAF were to support the investigation of evidence for this path to be added to the Definitive Map, then the Council could be persuaded it was a worthwhile use of resources. Moreover, the Council's Transport team have shown interest in gaining this route as public. JW suggested there could be a possibility of the Council purchasing the land. Members agreed that this path has a public amenity value, not only for its economic benefit (walking route to work) but also for its natural environment and asked for the matter to be taken forward.

Resolved – The LAF firmly support the inclusion of this path as a public right of way and recommends the Council proceeds with investigations on how to achieve this.

158. Membership

JW mooted the idea of having a separate independent website using the "Group Space" free website. RBWM LAF has a web space using this resource though the RBWM LAF officer is not sure how successful it's been. JW intends to investigate whether this would be useful for Slough LAF in terms of being an independent space for members with a link to the SBC website.

159. Transport /Schemes/Designs - Updates and consultations

JW tabled the report included in the papers;

A355 Copthorne Roundabout route enhancement, A332 Windsor Road corridor Improvements, Slough Mass Rapid Transit

JW brought these three current consultations to members asking if they would like to respond. The Windsor Road and Copthorne R/bout consultation deadlines are the end of November, though the Mass Rapid Transit deadline is 7th Nov which is too tight to allow a LAF response.

DM queried why the markings on the shared use route on the Bath Road A4 have been removed. JW said she would investigate. Members felt that the Mass Rapid Transit scheme where the service road along the M4 corridor would be used as a new bus lane was less significant to the LAF in terms of walking and cycling. TE though was concerned to know that the new bus lane could be used by cyclists.

DM felt there should be a LAF position on the two other consultations and JW agreed to send the details to members for comments using google docs.

Local Access Forum - 30.10.14

East – West Cycle Route

JW explained that Planning consent has been received for this cycling route through Salt Hill Park and so the diversion order for the footpath is in progress with Legal being instructed. JW explained that the public footpath has to be diverted because the new proposals would obstruct the legal line. The idea of the east – west cycle route is to take cyclists off the Bath Road and Tuns junction where cycling is more hazardous.

IH raised the issue of the vertical posts inside the Salt Hill Tunnel asking if they can be removed as they are hazardous and reduce the width available to walkers and cyclists passing in the tunnel. JW agreed to find out if they can be removed.

Leigh Road New bridge –

JW updated the group that the existing highway rights across the old bridge will be stopped up and that SEGRO will enter into a S25 creation agreement to dedicate the new width as a public right of way for shared use walking and cycling.

Pavement Parking Scheme –

The next phase includes; Wexham, Elliman, Chalvey and the rest of the new Central ward and the initial design is currently being developed. The LAF will be consulted in due course and an officer from the design team has offered to meet with the LAF at this stage. TE queried whether Herschel Street would be included in the next phase. WS thought that Herschel Street was not within the new central ward. Discussion moved onto the camera enforcement car which WS stated was limited to certain roads junctions and targeted areas. The car can only be used in situations where a definite offence has been committed eg; around schools, double yellow lines and on clearways. Members requested further information on the way the camera enforcement car is being used in Slough for clarity.

Bus Lane Farnham Road –

Members questioned the effectiveness of this scheme with the bus lane being abused by cars and there being no filter lane for vehicles turning into Salt Hill Way and Slough Business Park.

IH observed that though cycling provision has improved at the junction of Buckingham Ave with Farnham Road, once across the junction heading east there is no dropped kerb for cyclists on carriageway to get onto the shared use footway opposite Buckingham Ave East. JW agreed to take this LAF request forward.

Lansdowne Ave Experimental Closure –

Local Access Forum - 30.10.14

WS thought this experimental scheme ought to be suspended to help with congestion while the Stoke Poges Lane Bridge is closed. However, other members felt that the closure did aid safer walking and cycling access and prevented Lansdowne Ave being used as a rat run.

Resolved – Actions to be taken as detailed above.

160. Joint LAF Chairs Meeting

The report on the joint meeting of LAF Chairs which took place on 24th September 2014 was tabled with JW pointing out the positive effect that partnership working can have especially on cross boundary issues for example; the continuous dialogue with CA Technologies and essential path repairs can be attributed to the initial joint LAF letters to CA Technologies.

The aim is to invite other Berkshire LAFs to the next Joint Chairs meeting. These would include; Bracknell and Mid and West Berks.

JW explained one of the RBWM LAF aims to extend the multi-user route along the Jubilee River towards Maidenhead and has put together a list of cross boundary issues of importance to Slough LAF that the Joint LAF meeting could look at. LAF Officers will put together a map of all the cross boundary issues. JW suggested a possible joint LAF letter to Eton College to persuade them to dedicate extra width on the bridleway known as Wood Lane through to Eton Wick.

DM agreed that there is a lot of scope for joint working with multiple LAF's speaking with one voice giving added weight to recommendations/advice. In the future he could see joint site visits would enable sharing of best practice and perspectives and also the opportunity to share expertise and experience. For instance; the disabled member of Bucks LAF offered help with accessibility auditing of paths in Slough where we don't have that experience within the membership. All agreed that as a mainly urban area Slough would benefit from joint LAF working with residents relying on good access links across boundaries.

Wexham Right of Way –

JW confirmed that Bucks row team would be supportive of a dedication of this route. LAF agreed they would still like to see this dedication happen whether through agreement with landowner or by a user application for a Modification Order. JW stated there is a huge bund of earth obstructing the entrance to the path off the Wexham Road; she agreed to check the current situation and would forward photos and a location plan to members.

SBC Dog Leaflets –

JW brought current SBC leaflets to the meeting.

Resolved – Update to be brought to next meeting.

161. Slough Arm of Grand Union Canal - Updates

JW informed members that CRT has asked for comments on a Basin Proposals plan to enhance the canal Basin and the interface with the Stoke Road. Members perused the draft comments and JW agreed to amend and send the LAF response to CRT and to the Slough Regeneration Partnership. Members felt that the concrete fence should be removed and not replaced with anything unless safety is raised as an issue in which case a wooden railing with wire mesh arrangement could be considered.

Discussions continued about the necessity for car parking space/s as opposed to cycle hire docking station. DM felt that recreational usage would be shut out if no car parking provision is provided with other members saying that car use should not be encouraged. JW pointed out the basin is in the centre of town and so is accessible via public transport. The overall consensus was that the space should be used either for a disabled car park space or for a cycle hire docking station which has a minimum requirement of 12 bikes.

TE suggested taking cycling footage of local cycling journeys to pick up issues for future meetings.

Members requested the cycle hire scheme be placed on the agenda for the next meeting.

Resolved – JW would amend and send the Basin proposals consultation and TE to borrow cycle filming equipment from WS.

162. Gating - Updates

Victoria Road Gating Order – The Gating Order has now been made as a result of the continual fly tipping at this location. It is not a through route.

Torrige Road Gating Order - This Gating Order has just been made.

JW tabled the report explaining the change in legislation that Gating Orders have been replaced with Public Spaces Protection Orders as of 20th Oct 2014. LAFs are no longer statutory consultee for the new Orders and the Council has to decide how best to consult, though the Home Office guidance mentions LAFs could be consulted.

Members were concerned that LAFs are no longer to be statutorily consulted and that the new legislation is ambiguous in defining what a public nuisance is which is detrimental to quality of life. TE asked what the new process of consultation is. JW stated that the intention is to continue with the Community Safety led Review Panel she attends and the Council also has to consider the wider impact and convenience of an alternative route if a right of way is affected. Each PSPO can deal with several issues in one Order eg; restrict access to an area, control dogs and alcohol consumption. A PSPO can also

Local Access Forum - 30.10.14

restrict behaviour on a particular individual and be enforced by issue of penalty notices.

WS thought the LAF needs to be kept informed of any future PSPO proposals affecting rights of way in order to object if necessary. There was concern that no particular evidential level is set down in the new legislation for the Council to make a PSPO affecting a right of way. The process doesn't seem sufficiently robust and members are concerned Orders will be an easier option.

Birch Grove – Furnival Ave Flats –

A PSPO is being made for this area as the new legislation came into force before the Gating Order could be made. The LAF was previously consulted for the Gating Order and made no objections as the gate would be open during daylight hours.

It will be important to keep alert for any new proposals for PSPO's to see how they are being dealt with by the Council.

163. Regional and National News

SE LAF Conference is due to be held on the 19th May 2015 for diaries. Members to inform JW should they wish to attend.

JW explained the updated LAF Engagement Plan produced from Natural England and the online forum called Huddle for LAF members nationally.

Recent publications on Huddle are;

- The DfT consultation about the Cycling Delivery Plan – government 10 year strategy on how they intend to increase walking and cycling across England – JW confirmed the SBC Transport team is attending a workshop on this and may be intending to express an interest. DM wondered if this would be an opportunity to resurrect the “Slough Necklace” (a walking/cycling route round Slough). TE asked what was happening about Slough's Bikeability resource and if it is still effective as he'd heard Stoke Poges School has banned cycling to school. JW agreed to add this to the next meeting agenda.
- Review of National groups dealing with Rights of Way issues
- Update on progress with Deregulation Bill – is entering the committee stage in Parliament.

164. Date of the next meeting

Weds 28th January 2015, 6.30pm at the Chalvey Community Centre.

(Note: The Meeting opened at 6.30 pm and closed at 8.40 pm)

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CYCLING ABOUT SLOUGH

1. PURPOSE OF THE REPORT

Updates on ongoing specific issues and summary of feedback and decisions required on how to proceed.

Location	Description/ Issue	LAF consensus/action	Feedback rec'd	Outcomes/Updates
A355 Copthorne Roundabout Route enhancement	<p>A series of enhancements to reduce congestion, improve traffic flow</p> <p>Works include;</p> <ul style="list-style-type: none"> • Remodelling copthorne roundabout • Signal and junction upgrades • Selected road widening • Bus priority measures 	<p>Does LAF want to respond to this consultation? Is it within LAF remit? The consultation is online and members can complete as individuals if they want.</p> <p>LAF response sent 28th Nov 2014. Concerns raised about the nature of the questions in the online consultation, lack of designing cycling/pedestrian provision into the schemes and lack of information about what modelling was done prior to this stage.</p>	<p>Letter received from Transport Planner on 7th Jan 2014</p>	<p>Internal consultation currently on-going until 9th Feb 2015 and designs available.</p> <p>Does LAF want to make a further response to Transport letter and designs. NB: Cycling Delivery Plan – see Cycling report Item 8</p>
A332 Windsor Road Corridor Improvements	<p>Works include;</p> <ul style="list-style-type: none"> • Widening the A332 • Removing pinch points • Improving pedestrian access • New infrastructure for buses and cyclists 			
Slough Mass Rapid	Aim to achieve bus service			

LOCAL ACCESS FORUM REPORT –30th OCT 2014 – AGENDA ITEM 5

Transit	that is; <ul style="list-style-type: none"> • More frequent • Quicker • More reliable • Improve traffic flow for other users 			
East West Walking and Cycling Route – Salt Hill Park section LSTF funded scheme	Three new paths and removal of two paths – scheme to be implemented in two phases. New lighting will be implemented on new and existing paths <ul style="list-style-type: none"> • Phase 1 – link between Salt Hill Way and subway and from subway along northern boundary of park towards Stoke Poges Lane / Lansdowne Avenue • Phase 2 – link between Salt Hill Way leading to Barn Cafe (in the Centre of the Park) 	LAF comments minuted emailed to Transport officers.	Email rec'd from VV – info about trees and implementation date will be available in due course. The scheme needs planning approval first.	Planning consent received. Informal consultation for diversion of Footpath 21 done and no objections received. SD signed and in process of instructing legal. Plan and letter in papers. Need LAF view on the diversion. Members had no objections to the diversion. Draft Order made on 13th Jan and published on 16th Jan 2015. Works in the park are underway.
Leigh Road New Bridge	Construction of a new bridge and road works between Ajax Avenue and Buckingham Avenue	Comments so far minuted. LAF requested more detail	Existing highway rights will be stopped up over old bridge and a public right of way dedicated over the bridge to a width of 3m for cyclists & pedestrians via a creation agreement.	Update: New road bridge structure is due to be lifted into place on 7th Feb and the bridge is planned to be open for traffic in April 2015. Services will then be removed from the old bridge after which it will be open for pedestrian/cycling only access. The legal processes will need to be undertaken at the same time.
Borough wide	Pavement parking	Letter to police Minutes recommended SBC use new powers TA met with GR Keep on agenda for	Emails with Parking Development Officers– safety audits done, scheme being implemented as an	Updates – Feedback from Parking Officers requested. Consultation ends on 23 rd January 2014. LAF members agreed to take a look at the changes on the ground with a view to making a

LOCAL ACCESS FORUM REPORT –30th OCT 2014 – AGENDA ITEM 5

		updates LAF recommendations for roll out of the scheme were sent to KH,MM and SDC.	experimental TRO and details/final scheme drawings available on consultation website http://tinyurl.com/a43t98k . Formal representations being accepted over the 6 month experimental period.	formal representation. Verbal update from KH – TRO's have been made, enforcement can now start. Delayed as some small changes had to be made as a result of residents' comments. There is 18 month window under the experimental legislation in which to make a decision on permanency. Wexham to be the next area and include hospital problem parking – hoping to work with Bucks. Update from Transport – There are proposals waiting to be sealed to upgrade the whole of Herschel Street to Double Yellow Lines with a loading ban so this will prohibit all parking all together on both the pavements and carriageway.
Heart of Slough	- Crossing by My Council - Brunel Way north side footway - street lighting columns on footway - Audit of scheme from cycling/pedestrian perspective	Various correspondences. HoS Safety Audit report forwarded to members	Emails from Nick Healey/AD	Crossing by my Council - Changes to the sequencing of the lights at this crossing have been implemented and do seem to be alleviating situation. Audible beepers also installed. HoS Cycle About – TE and IH, PC, AD, SD and JW attended on 1 st November 2012. No Updates
Farnham Road Better Bus Scheme	Various issues including concerns about increased congestion, off c/w cycle lanes.	LAF comments forwarded	Savio DeCruz dealing. See Transport comments below	Scheme implemented. LAF comments forwarded. Waiting to hear if Transport will take action on the drop kerb issue at Buckingham Ave East jct with Farnham Rd.
Lansdowne Ave Experimental Closure	Various issues	Some comments given.	Emails rec'd from Transport (LB) See Transport feedback/comments below. More detailed	Scheme implemented from Mon 13 th Jan 2014. Feedback requested from Transport Officers as to effects and how it's being received. LAF comments forwarded.

LOCAL ACCESS FORUM REPORT –30th OCT 2014 – AGENDA ITEM 5

			design provided in papers and SD	
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Slough Local Access Forum

28 November 2014

Slough Borough Council
Savio DeCruz, Head of Transport
Transport Dept.
St Martins Place
51 Bath Road
Slough
SL1 3UF

Replies to: Jacqui Wheeler,
Officer to Slough Local Access Forum
Highways Engineering
Slough Borough Council
St Martins Place, 51 Bath Road
Slough, SL1 3UF
Tel: 01753 477 479
Email: Localaccessforum@slough.gov.uk
Ref: LAF comments

Dear Mr Decruz,

Re: Response to Copthorne Roundabout and Windsor Road widening schemes

I am writing on behalf of members of Slough Local Access Forum in response to the two consultations "A355 Copthorne Roundabout Route Enhancement" and "A332 Windsor Road Corridor Improvements".

The Local Access Forum remit includes advising the Council as a Section 94 (4) body under The Countryside and Rights of Way Act 2000 on access for the purpose of open air recreation and the enjoyment of the area and also as amended by the Local Access Forum (England) Regulations 2007 on functional access. This includes access undertaken for the purposes of going to work, school, shops or local amenities.

Having considered the plans and questions asked on the online "have your say" consultation, members of the Local Access Forum have the following comments/questions;

- The online questionnaire is very leading with little information, e.g.; "Do you want to do this to reduce congestion?"
- How much is each scheme costing and by how much is congestion expected to reduce with each scheme?
- How is congestion measured?
- A view about the Windsor road scheme is that it will do little to reduce congestion as when it is busy it is mainly congested due to the road being single lane further north. This will do nothing to alleviate this problem. It will just introduce an extra lane for vehicles to queue in.
- There do not seem to be any well designed cycle lane provision. Members thought the aim was to 'future proof' new roads and road improvements so that they had good cycle provision.
- The questions asked in the consultation seem to assume beforehand that the works are going to reduce congestion and so ask "do you want to reduce congestion?". Absolutely, but I'm not convinced that just building more lanes is going to do that. Surely the number of vehicles trying to force their way simultaneously through that space is in important factor.

Slough Local Access Forum

Although Slough Borough Council has not yet expressed an interest in signing up to a partnership with the government as encouraged in the DfT's recently published Cycling Delivery Plan, the aspiration therein is to have any new transport infrastructure 'future proofed' for cycling/pedestrian provision. Members feel that the Council ought to take every opportunity to demonstrate this commitment and should also seriously seek to become a partner with government under the new plan. Could you please advise whether or not this is the Council's intention?

Essentially, the Local Access Forum members overriding concern is about the nature of the questions asked in the consultations along with the lack of forethought for future cycling/pedestrian provision. Members would like to know about the modelling used and the results achieved from this modelling to support the Council's conclusions about the impact of these two schemes.

The Slough Local Access Forum would be pleased to receive answers to the above questions.

Yours sincerely,

David Munkley
Chair 2014, Slough Local Access Forum,

This letter constitutes formal advice from the Slough Local Access Forum. Slough Borough Council is 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.

7th January 2015

Department: Regeneration, Housing & Resources
Contact Name: Eric Stevens
Contact No: (01753) 875662
Email: Eric.Stevens@slough.gov.uk

David Munkley
Chair to Slough Local Access Forum
Highways Engineering
Slough Borough Council
St Martins Place,
51 Bath Road
Slough
Berkshire
SL1 3UF

7th January 2015

Dear David,

Re: Response to Copthorne Roundabout and Windsor Road widening schemes

Thank you for sharing the responses regarding the A355 Copthorne Roundabout and A332 Windsor Road improvement schemes and their potential impacts on the Upton Court area.

Please note below my response to your concerns raised regarding congestion, costs and cycling provision.

Congestion

Journey times are expected to improve as a result of the road widening elements of the schemes. This will improve traffic flow although there may not be an obvious visible reduction in traffic.

Congestion is one of the biggest causes of air and noise pollution. Relieving traffic congestion and reducing stop-start traffic will also have a beneficial effect on air quality. Therefore this will result in a reduced exposure to the pollution produced on the road network for all road users and the local community.

Costs

The estimated cost for the A355 scheme is £5.5 million with a further £5 million for the A332 scheme. The full details of costs and modelling information can be found online using the following links:

A355 Copthorne Roundabout Scheme -

<http://www.slough.gov.uk/parking-travel-and-roads/a355-tuns-lane-route-enhancement.aspx>

A332 Windsor Road Scheme -

<http://www.slough.gov.uk/parking-travel-and-roads/a332-windsor-road-route-enhancement.aspx>

Cycling Provisions

The introduction of an additional traffic lane will increase the capacity of the network on both the A355 and the A332. A separate Non-Motorised User Audit has not yet been carried out because the design team were aware of the existing extensive network of traffic free cycle

routes, 20mph zones and on-carriageway cycle facilities in these areas of the town. Slough Borough Council would like to encourage cyclists to make better use of these routes and will be promoting them in conjunction with the main scheme works. Also, providing dedicated cycle lanes on the A332 and A355 would have reduced capacity at the junctions thereby reducing the overall effectiveness of the schemes. The aim of these works is to increase the capacity on the network and to reduce delays and journey times.

Property Value

With regards to your concern about the scheme causing a fall in property value, we believe that the opposite may be true. This is commonly the case when improved transport links are introduced to an area. For example, the Crossrail project expects to add £5.5 billion to the value of residential and commercial real estate. The two schemes (A355 and A332) are expected to have a similar effect on property value in Slough.

We also believe that these schemes will contribute positively to the local communities through which they run as they will be part of a rapid, low carbon route to Heathrow Airport and to Slough town centre. This will help to improve and support the economical and environmental health of the entire borough.

Please do not hesitate to contact me if you have further queries or would like to discuss any of the above.

Yours sincerely

Eric Stevens
Assistant Transport Planner

Cc:
Savio DeCruz, Acting Head of Transport
Lynsey Brookfield, Acting Team Leader of Road Safety

**NOTICE OF PUBLIC PATH ORDER
TOWN AND COUNTRY PLANNING ACT 1990, SECTION 257 AND PARAGRAPH 1 OF
SCHEDULE 14**

**THE SLOUGH BOROUGH COUNCIL
FOOTPATH 21 (PART) SLOUGH
PUBLIC PATH DIVERSION ORDER 2015**

The above Order was made on 13 January 2015. The effect of the Order will be to:-

- (i) stop up the existing public right of way over land situated north west of Salt Hill Park and at the east end of Salt Hill Way from point A on the attached plan ("Plan") at the southern approach to the subway tunnel, running in a southerly direction for a distance of approximately 5 metres where it turns west for a distance of approximately 40 metres to a point outside no. 66a Salt Hill Way. The path then turns southwest following the perimeter of the park for a distance of approximately 100 metres where it turns east south east to re-enter the park at the rear of no.4 White Close running for a distance of approximately 49 metres to point B, as indicated by a continuous bold line on the attached Plan.
- (ii) create a public footpath over the land at Salt Hill Way across public amenity land into Salt Hill Park from point A on the attached Plan running southwest for a distance of approximately 18 metres to point D then turning westwards for approximately 45 metres to point C opposite no. 66 Salt Hill Way. The path continues southwards from point D through the park for approximately 116 metres to point B, as indicated by a bold broken line on the attached plan.

A copy of the Order and the Plan may be inspected free of charge at the following locations: -

1. St Martins Place, 51 Bath Road, Slough SL1 3UF
2. Landmark Place, High Street, Slough, SL1 1JL

between the hours of 9.00 am and 5.00 pm Monday to Friday (except bank holidays). Copies of the Order and Plan may be obtained there for the fee of £6 plus VAT.

Any representation about or objection to the order must be made in writing and sent or delivered, addressed to Head of Legal Services, Slough Borough Council, St Martins Place, 51 Bath Road, Slough, SL1 3UF, no later than **16 February 2015**.

If no such representation or objections are duly made or if any so made are withdrawn, Slough Borough Council may itself confirm the order as an unopposed order. If the order is sent to the Secretary of State for the Environment, Food and Rural Affairs for confirmation, any representations and objections, which have not been withdrawn will be sent with the order.

16 January 2015



Group Solicitor Property & Regeneration
Slough Borough Council

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DATED 13 January **2015**

TOWN AND COUNTRY PLANNING ACT 1990

**THE SLOUGH BOROUGH COUNCIL
FOOTPATH 21 SLOUGH (PART)
PUBLIC PATH DIVERSION ORDER 2015**

Amardip Healy, Head of Legal Services, Slough Borough Council, St Martins Place,

51 Bath Road, Slough, SL1 3UF

TOWN AND COUNTRY PLANNING ACT 1990, SECTIONS 257

**THE SLOUGH BOROUGH COUNCIL FOOTPATH 21 SLOUGH (PART)
PUBLIC PATH DIVERSION ORDER 2015 (“the Order”)**

This Order is made by Slough Borough Council (“the Authority”) under Section 257 of the Town and Country Planning Act 1990 because the Authority is satisfied that it is necessary to divert the footpath to which this Order relates in order to enable development to be carried out in accordance with planning permission granted under Part III of the Town and Country Planning Act 1990 namely; the provision of new path with lighting from Salt Hill Way across public amenity land into Salt Hill Park.

BY THIS ORDER

1. The footpath over the land situated in north west of Salt Hill Park and at the east end of Salt Hill Way shown by a bold black line on the attached map and described in Part 1 of the Schedule to this order (“the Schedule”) shall be diverted as provided below.
2. There shall be created to the reasonable satisfaction of the Authority an alternative highway for use as a replacement for the said footpath as provided in Part 2 of the Schedule and shown by bold black dashes on the attached map.
3. The diversion of the footpath shall have effect on the date on which the Order is confirmed.
4. Where immediately before the date on which the footpath is diverted there is apparatus under, in, on, over, along or across it belonging to statutory undertakers for the purpose of carrying on their undertaking, the undertakers shall continue to have the same rights in respect of the apparatus as they then had.
5. This Order may be cited as the Slough Borough Council Footpath 21 Slough (Part) Public Path Diversion Order 2015.

SCHEDULE

(Lettered points are as indicated on the map and all distances are approximate.)

PART 1

DESCRIPTION OF SITE OF EXISTING PATH

Section of path	Position and length	Width
A – B	From point A (grid ref: 496825, 180455) on the attached map at the southern approach to the subway tunnel, running in a southerly direction for a distance of approximately 5 metres where it turns west for a distance of approximately 40 metres to a point outside no. 66a Salt Hill Way. The path then turns southwest following the perimeter of the park for a distance of approximately 100 metres where it turns east south east to re-enter the park at the rear of no.4 White Close running for a distance of approximately 49 metres to point B (grid ref: 496775, 180335).	2 metres

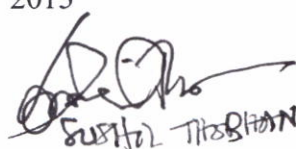
PART 2

DESCRIPTION OF SITE OF ALTERNATIVE PATH

Section of path	Position and length	Width
A – D - C	From point A (grid ref: 496825, 180455) on the attached map running southwest for a distance of approximately 18 metres to point D (grid ref: 496813, 180439) then turning westwards for approximately 45 metres to point C (grid ref: 496769, 180447) opposite no. 66 Salt Hill Way.	3.0 metres
D – B	From point D (grid ref: 496813, 180439) the path continues southwards through the park for approximately 116 metres to point B (grid ref: 496775, 180335).	3.0 metres

**THE COMMON SEAL of
SLOUGH BOROUGH
COUNCIL**

was hereunto affixed this
13 day of January 2015
in the presence of:

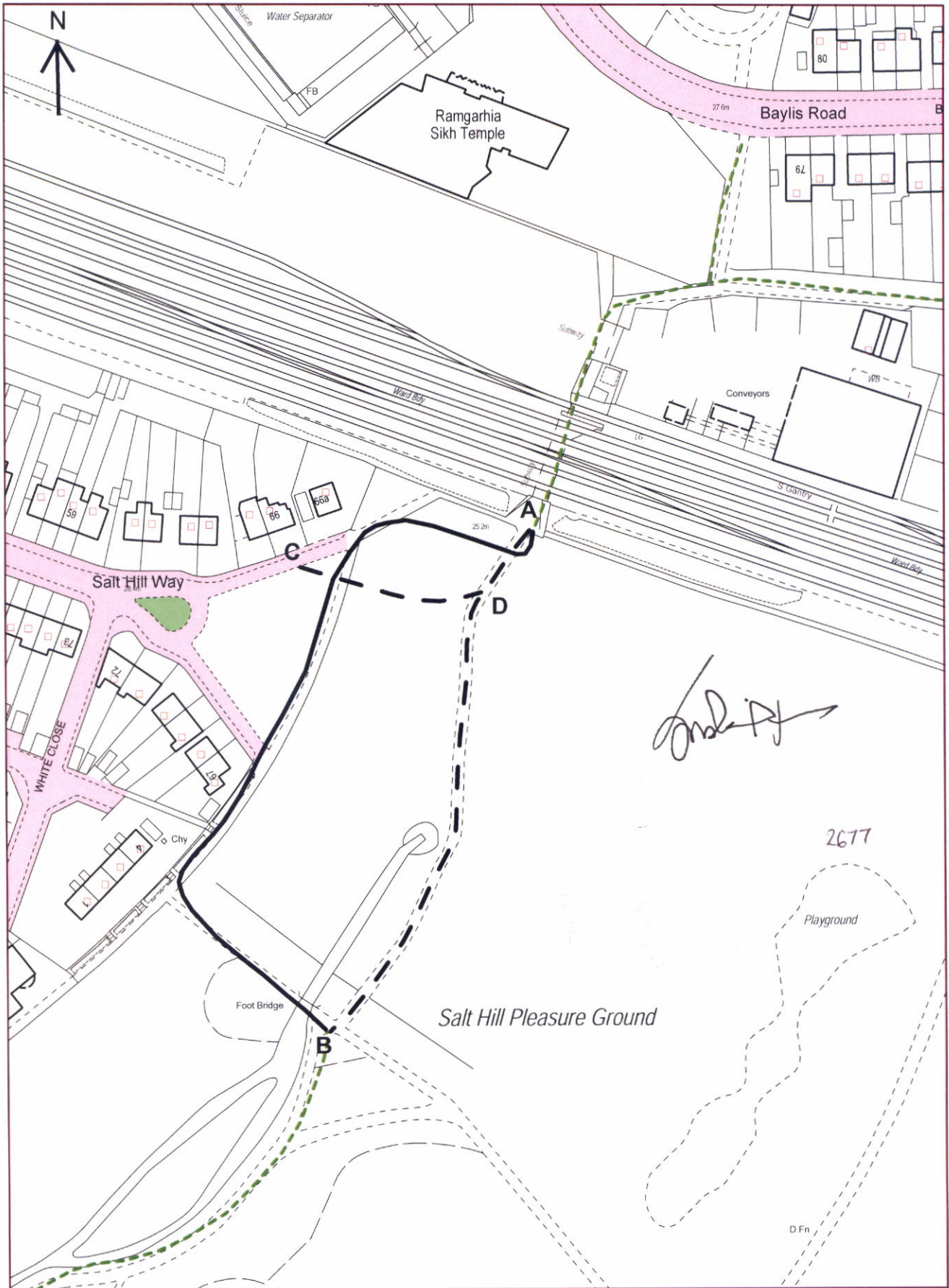

SUSHIL THIBBANI

AUTHORISED OFFICER
GROUP SOLICITOR PROPERTY & REGENERATION



2677

Appendix 1 - Path Diversion



FP21 SLO Scale 1:1250

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- A - B ——— Line to be extinguished
- A - D - B - - - - - New line of Footpath 21
- C - D - - - - - New line of Footpath 21
- - - - - Existing Footpath 21

1. PURPOSE OF THE REPORT

To provide updated information on the Cycling Hire Scheme, and cycle training initiatives in Slough. (Information provided by; Lynsey Brookfield, Team Leader Integrated Transport and Road Safety and Victoria Willis, Bike It Officer

2. CYCLE HIRE SCHEME

Cycle hire scheme- expansion, numbers using it, which locations are being used most frequently, any other useful information.

The scheme is expanding with three new docking stations in the following locations:

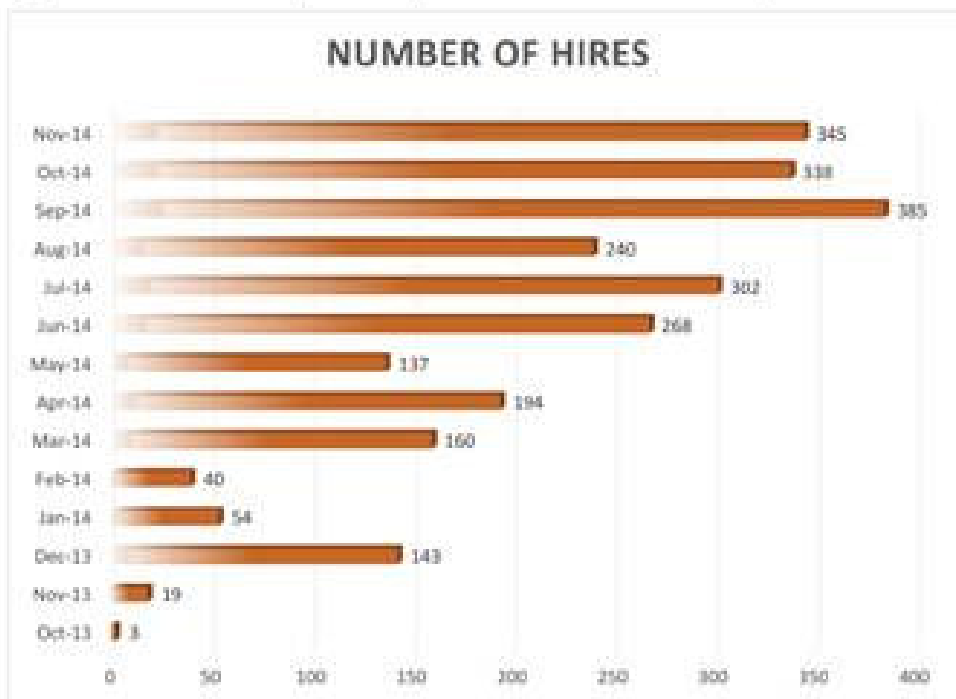
- Trelawney Avenue shops,
- Harrow Market
- The junction of the A4 with Sutton Lane (North West corner).

There may also be an addition of three more docking stations in Slough which will be funded by developers and a potential scheme sponsor, though these are not confirmed yet. Transport has promised to provide details as soon as they are certain these extra stations are going ahead.

The total number of registered users is up to 617, an average of 11 hires per day (this doesn't sound like much but is a fantastic increase on the original figures from when the scheme launched).

The graph below shows the monthly increases in usage. Numbers have only dropped very slightly in the winter months which is better than expected.

Figure 4: Number of hires per month (October 2013 – November 2014)



3. THE CYCLE HUB

SBC Transport team are in the process of developing a 'Cycle Hub' which will incorporate secure cycle parking, shower and changing facilities and vending machines providing refreshments and possibly selling cycle equipment. It is intended that the Slough Cycle Hire maintenance team will relocate to the Hub but will be working only on the Slough Cycle Hire bikes. We are however, looking at some basic cycle repair stands which would offer a tyre pump and some basic fixing equipment.

As of January 2015 planning permission has been submitted and the aim is still to complete the work on the new Hub by March / April 2015. Plans and photos can be supplied to the LAF once planning consent is granted, plus the LAF will be on the invite list for the launch event.

4. CYCLE TRAINING

Victoria Willis is the current Bike It Officer for Slough. She reports that the Sustrans Bike It project (as contracted by SBC) is currently engaged with 24 schools in Slough, in which several of these have been and will continue to do ad hoc cycle training.

The Bike it project also actively encourages schools to sign up to do Bikeability (the old cycle proficiency test) training but this is not interchangeable with any cycle skills that are taught as part of Bike It as Bike It cycle skills will only be playground skills.

Bikeability is offered to school children in Slough and the Council currently has an allocation of 650 spaces per year. Finally, we have been branching out with offering adult cycle training although we have not done much of this so far but plan to expand this in the next financial year (budgets permitting) as it proved to be quite popular and well received.

5. EXPRESSION OF INTEREST DfT's CYCLING DELIVERY PLAN

The Council intends to submit an Expression of Interest regarding the DfT's Cycling Delivery Plan but we are waiting for the final version to be released before proceeding with this.

There appears to be no rush to submit an EOI and it was felt best to wait until the requirements for making one had been finalised in the approved Plan before beginning work on it. We will keep the LAF informed when we are ready to start this and welcome their ideas and feedback.

The final Cycling Delivery Plan was due to be published on 27th November 2014.

For members' information – there is a Cycling Delivery Plan Web Chat on the next pages which took place on 12th November 2014 with the Department for Transport and various Local Government Officers.

It highlights various details such as the existence of the Cycle Proofing Working Group and what the term actually means. The definition is given as "ensuring cyclists are considered at the design stage of new and improved road infrastructure".

Cycling delivery plan web chat – 12 November 2014, 11am-12pm

Transcript

10:55

Hi, it's Alison Franks and Jay Begum from the Cycling & Walking Policy Team here. We're waiting for your questions on the Cycling Delivery Plan.

10:58: Comment From Guest

Hi, Hayley Chivers from Portsmouth City Council. We are a member of Solent Transport, a joint partnership with Southampton, Hampshire and IOW councils. Would we be able to join partnership as Solent Transport? This is a preference of Solent LEP.

10:59: DfT response

Hi Hayley, yes that would be great. We welcome partnerships from whatever works for you in your local area. We will be giving more thorough guidance on partnerships in the final version of the Delivery Plan.

10:59: Comment From Luke

Could you give me some guidance on "expectation of government's role in the partnership" please

11:00: DfT response

Hi Luke, government will be providing access to tools and incentives including priority access to new funding, support in implementing your plans and access to a knowledge sharing network.

11:01: Comment From Guest

Without funding this "plan" is a pointless wishlist. HS2 and the strategic road network have dedicated long term funding, even though return on investment for them is much less than that for cycling. Where is the long term funding commitment for cycling?

11:04: DfT response

There are a variety of sources of long term funding available for walking and cycling - the Local Growth Fund, funding through the Active Travel Consortium and potentially the highways maintenance funding and the Roads Investment Strategy. However, we are also committed to the principles of localism and hope local authorities and Local Enterprise Partnerships will sign up to the commitments set out in the Plan.

11:04: Comment From Richard Burton

On the news this morning was an article about setting up a National Fracking College to address the skill gap in this relatively new technology. Given that the average transport planner is completely ignorant of planning for cyclists, will there be a National Cycling College and will all new and existing transport planners be required to attend?

11:06: DfT response

Hi Richard, the Cycle Proofing Working Group has a key strand of work to ensure transport professionals are trained and able to design infrastructure that works for cyclists. We are working with professional institutions such as Chartered Institute of Highways & Transportation (CIHT) on this.

11:07: Comment From Kevin Golding-Williams

Hi, Kevin here from Living Streets. Thanks for arranging webchat this morning. We welcome the ambition to increase the percentage of children aged 5-10 that usually walk to school to 55% in 2025 but believe this should be a target

11:08: DfT response

Hi Kevin, yes this is what we are aiming for in 2025 and will be monitoring and reporting on progress.

11:08: Comment From Ely Cycling Campaign

Where does the £5 per head current funding figure come from, we don't have anywhere near that level of funding in our area.

11:10: DfT response

Hi Ely, this is a national figure on average across England. It is made up of funding for Bikeability, the Cycling Ambition Grants, LSTF (cycling share), cycle-rail, Cycle Safety Fund, Highways Agency funding for 'cycle proofing', from DfT and local contributions.

11:10: Comment From MJ Ray

Can partnerships be rewarded for adopting the London Cycling Design Standards or similar?

11:11: DfT response

Hi MJ, we are developing the criteria for partnerships during the consultation phase so thank you for your suggestion. We need to keep in mind that what works for London may not work for all areas, particularly rural communities.

11:12: Comment From Hayley - Portsmouth

Would we be expected to/ be able to only join partnership once and not twice as Solent Transport and Portsmouth? If we joined as Solent Transport there are some differing walking and cycling needs across the region would this be of detriment if it meant there were several focuses across the area?

11:14: DfT response

Hi Hayley, we are still working on the specific criteria, so it is useful to know what questions you have. As I said, we will publish criteria and guidance in the final Plan but do not intend to be excessively predictive.

11:14: Comment From Paul Horne

Hi is there a date for Councils to return their expression of interests?

11:15: DfT response

Hi Paul, no it is an open, rolling invitation. More details to follow in the final Plan!

11:16: Comment From Mark Strong

How will you work to bring together Local Authorities who want to improve cycling but may not quite know what they need yet? Will there be a network facilitated by DfT along the lines of the former Local Authority Cycle Planning Group?

11:17: DfT response

Hi Mark, we are planing on extending the LSTF knowledge sharing network to bring together Local Authorities to share lessons learnt and good practice.

11:18: Comment From George

Are you aware of 'Crossrail for Bikes' that has been proposed in London? Will you be putting schemes of a similar standard on the table for other parts of UK? E.g. Full and safe separation of bikes and motor traffic?

11:19: DfT response

Hi George, yes we are aware of this. We believe that it is for Local Authorities to design schemes that work best for their local areas.

11:21: Comment From Guest

I did send a email asking about a London based meeting but without reply. I realise that London is slightly different but it does still need to link with national policies and any knowledge sharing facility. The old Cycling England did have links with London but this policy seems to be England without London.

11:22: DfT response

Hi, sorry you haven't received a reply to your email. We are hoping to arrange a London-based roadshow next week and will publicise details as soon as possible.

11:22: Comment From George

Are you going to encourage the spread of 20 MPH zones that have worked effectively in London to boost cycling levels? E.g. City of London now totally 20 MPH. Can this become the 'norm' for town centres and small villages?

11:23: DfT response

Hi George, we have already made it easier for Local Authorities to implement 20mph zones. It is up to authorities whether or not they wish to adopt these.

11:26: Comment From Paul

Has the term "cycle proofing" been given further clarification? as this term seems to be subject to a good deal of interpretation.

11:27: DfT response

Hi Paul, broadly cycle proofing is about ensuring that cyclists are considered at the design stage of new and improved road infrastructure. The Cycle Proofing Working Group are currently agreeing a more detailed definition.

11:27: Comment From Adam Semenenko

Your comment that there is long term funding available is incredibly misleading. The amounts are pitiful, less than 0.7% of DfT funding is spent on cycling, making your strategy look like dismissive pandering at best.

11:29: DfT response

Hi Adam, this government is serious about making the UK a cycling nation and has more than doubled spend on cycling, with £374m committed between 2011 and 2015 on cycling initiatives. We want cycling and walking to become the natural choice for shorter journeys and will be working with local authorities to help them access funding at a local level.

11:34: Comment From Lucie

Hi, do you have any plans or strategy to encourage harmony between motorists and cyclists. I work for pro-cyclists solicitors and the antipathy between these groups (particularly from motorists) is deeply-trodden and, in my opinion, a huge barrier to plans to increase the number of people cycling.

11:36: DfT response

Hi Lucie, we do engage with motoring groups such as the AA as well as cycling groups. Mutual respect is key, and our recent Think! campaigns encourage drivers and cyclists to look out for each other.

11:40: Comment From Gary Dawes

One concern I have is that even with this plan, there is no duty on councils to provide safe space for walking and cycling schemes either on their own or as part of larger projects. Is there any plan to tackle lack of interest or ambition from LAs?

11:43: DfT response

Hi Gary, last week we published three documents that we hope will help make the case for providing for walking and cycling. These can be found at

<https://www.gov.uk/government/publications/economic-case-for-the-cycle-ambition-grants>

<https://www.gov.uk/government/publications/economic-case-for-large-local-sustainable-transport-fund-schemes>

<https://www.gov.uk/government/publications/economic-case-for-active-travel-the-health-benefits>

11:44: Comment From Ambrose White

Hi there, following yesterday's workshop I am just seeking some more clarity on timescales. I understood that following the informal consultation which is due to finish tomorrow, there will be a further period of public consultation (4 weeks?). After this] the Plan will be published

11:45: DfT response

Hi Ambrose, sorry for any misunderstanding. The consultation phase we are in now is the only period of consultation.

11:46: Comment From Sheffield Cycle Chic

What specific measures will be implemented to make cycling safer for small children?

11:47: DfT response

Hi Sheffield, we want to make cycling safer for everybody. Through the Bikeability cycle training programme we have already trained over 1m school children to the National Standards, and will endeavour to continue funding Bikeability training post 2015/16.

11:50: Comment From Richard Burton

You haven't answered the question about dedicated long term funding, like that for HS2 and the strategic road network, so where is the commitment to funding?

11:52: DfT response

Hi Richard. The Cycling Delivery Plan is a 10 year plan with a number of actions and commitments to increase cycling and walking. We do take cycling very serious which is why funding has more than doubled under this government, and why there are a number of funding opportunities described in the Delivery Plan.

11:52: Comment From Alex

I can see that you have a clear direction from above to follow localism. What reports or other facts and knowledge will DfT be producing to help campaigners, politicians and others promote local policy that makes the roads safer for cycling and walking?

11:53: DfT response

Hi Alex, I linked to some reports earlier that should help. We will also be publishing guidance to help Local Authorities make the economic case for cycling when we publish the final Delivery Plan. And we will be extending the Local Sustainable Transport Fund knowledge sharing network.

12:00: Comment From Ely Cycling Campaign

You have just said the Govt have committed £374m to cycling over 4 years, that is 93.5m per year and £1.30 per year per head (pop. of 70m). That's not even close to the £5 per year per head stated in the delivery plan. Which is correct?

12:01: DfT response

Hi, the £374m is funding committed by DfT for cycling initiatives. The £5 per head figure is based on funding committed to cycling including local contributions released due to DfT investment.

12:03: DfT response

Thanks to everyone for participating. Sorry we couldn't answer all questions in the time available. We appreciate your input and will combine them with feedback we received at the roadshows when producing the final Delivery Plan.

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