

Local Access Forum - Results from the cycle about which took place on 15th April 2011. Issues discussed at the meeting are as follows:

Montem Lane width restriction; this was agreed as a historical problem for cyclists.

Can anything be done about this? - Being investigated.

Stoke Poges Lane (Belgrave Rd/Bradley Rd) Safety Scheme – IH highlighted this scheme as dangerous for cyclists where the usable road width has been restricted and the footway widened. AD commented that an independent safety audit had recently been done for this scheme which would hopefully pick up on any safety issues for all road users. AD would update members when the results become available.

Action: Has the safety audit been done yet? – Enquiry sent.

Shackleton Road dead end junction with Queens Road – IH stated that what would be brilliant cycling/pedestrian access between the two roads was constantly blocked by parked cars. Members agreed this was a parking issue and that a formal request be made via Gillian Ralphs and Joe Carter to have double yellow lines on this section of highway. It was noted that enforcement of these extends to the back edge of the footway.

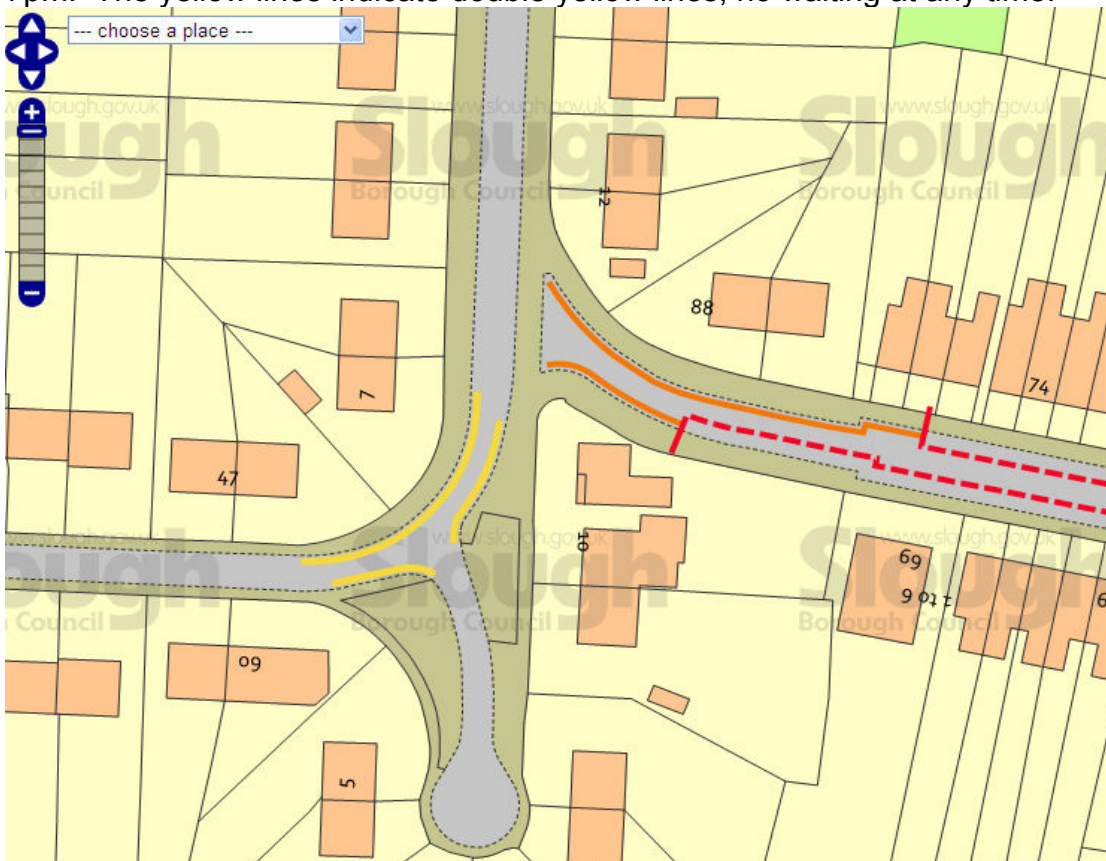
Action: Email from LAF to Joe Carter cc: Martin Mallia to request investigation into feasibility of parking restrictions at this location.

Details of the parking restrictions at this location show they do not cover the crossover from Queens to Shackleton. The yellow lines in Queens Road do not correctly reflect the parking restrictions, therefore the Parking Section have been requested to rectify. An investigation into installing possible barriers (bollards and tree) on footway to prevent illegal parking is being done.





Parking Restrictions: The orange indicates single yellow lines, no waiting mon- sat 8am - 7pm. The yellow lines indicate double yellow lines, no waiting at any time.



Park Street/Herschel Street and Hencroft Street North/South crossovers (rear of High Street Slough) – There are no dropped kerbs for cyclists on an otherwise useful quiet route into town centre from the south. IH commented that if there was a drop kerb in the middle there would be good visibility but would also need double yellow lines to prevent illegal parking on the dropped facility.

Action: Email from LAF to Joe Carter and Alex Deans cc: Martin Mallia to request investigation into feasibility of drop kerb and parking restrictions at this location

Herschel Street (only option to cyclists as no cycling allowed in High Street. – TE and IH viewed this route as hazardous for cyclists due to fast drivers and narrow carriageway width. VV would look at the feasibility of removing the centreline as a way of making drivers take more care.

Ask VV if any progress yet.

East end of High Street Slough – A good two way cycle lane has been narrowed by planting of trees on one half of the width. IH asked if anything could be done to remedy the situation. AD provided that Joe Carter, Head of Transport could be asked not to sign off the High Street scheme until this issue was investigated and the trees changed if necessary to a variety without low level branches.

It was noted that the cycle lane disappeared further west along the High Street and the area becomes cut off for cyclists.

Emailed to Joe Carter with this request.

A4 Langley Road junction and Datchet Road crossing near the Myrke – IH noted these two crossings were not toucan crossings despite cycle lanes leading to them in both directions. After discussions it became clear that the Datchet Road crossing is already a toucan crossing. The cost of £100,000 for providing toucan crossings is prohibitive to the council at the A4/Langley Road junction though if a development presented itself in that area then this improvement would be secured through planning contributions.

Primary Way, Chalvey – The no through road area has been built without a gap for cyclists. AD agreed to arrange for remedial works to sort out this problem.

The Safety Audit is being arranged by developer and snagging works (including this item) are to be carried out by the developer alongside any issues that emerge as part of the audit process.

Path between Spackmans Way and White Hart Road, Chalvey – The barriers installed across this path are prohibitive to cyclists. JW agreed to arrange for the staggered barriers to be replaced with bollards.

The Safety Audit is being arranged by developer and snagging works (including this item) are to be carried out by the developer alongside any issues that emerge as part of the audit process.

Farnham Road and Buckingham Ave – there is no pedestrian/cyclist crossing phase at this junction. VV would try to get this requirement incorporated onto the SEGRO improvements attached to the Leigh Road Central Concession.

Check this has been done with VV

Sheffield Ave and Oatlands Drive – there was general agreement that the cycle lanes on these roads were too narrow and along with the central refuges provided for crossing, caused difficulty for cyclists. There was no consensus on what could be done to help with this issue.

Footpath between Shaggy Calf Lane and Borderside, and continuing south through to Kendal Drive and Grasmere Avenue – no cycling signage is present due to these paths being public footpaths. IH asked if these routes could be made into cycle paths or bridleways to legalise the usage. JW advised that these paths were adopted highway as well as public rights of way the feasibility of removing them from the Definitive Map of Public Rights of Way could be investigated.

An order has been placed to remove the No Cycling signs on these footpaths.

IH asked how funding can be secured to make sure that cyclists are taken into account in any future highways schemes from the beginning. VV advised that he would try to secure a fund that had been discussed internally to pick up the kind of small cycle infrastructure measures being highlighted.

Ask VV if there is any progress with this.

TE raised issues with the Long Readings Lane walking and cycling scheme, where a shared use walking/cycling facility had been implemented off carriageway. Members felt that the LAF needed to be consulted by SBC on all traffic schemes, however, it was noted that schemes needed to be dealt with on a fast turnaround. Parking on the new shared use part of the scheme was felt to be the main problem and AD explained how parking restrictions were taken out of the scheme design as a result of pressure from residents. The Council cannot enforce without these parking restrictions. AD also explained the safety audit process which includes the police and the problem with police not enforcing parking restrictions. TE informed members that he was due to attend a meeting with the police where he would try to raise this issue with Tony Humphreys, the police Road Safety Officer.

Ask Toby if he managed to raise this issue.

Members mentioned problems for cyclists and pedestrians with the temporary traffic management for the Heart of Slough scheme currently under way. The junction is due to be operational by Sept 2011.

It was agreed that another date would be arranged for a cycle about with officers and LAF members.

Resolved –

- a) A formal request for double yellow lines at the Shackleton Road dead end junction with Queens Road is made to appropriate SBC Officers as detailed above.
- b) Actions would be taken as per the above notes and updates provided at the next meeting.
- c) That AD/VV arrange another meeting where key council officers involved in transport scheme design could cycle with LAF members to see first hand the types of problems encountered. VV will get back to members with some possible dates.

Action: Do members feel it would be useful to arrange another cycle about?