WINDSOR NEIGHBOURHOOD PLAN

TOPIC GROUP – TRANSPORT REPORT

Introduction

As explained in the main text, para 1.03, this Neighbourhood Plan (hereinafter, the Plan) developed through three different iterations. The first Transport Topic Group met in March 2013 under the auspices of the former Central Windsor Neighbourhood Plan (CWNP) and considerable scene-setting, discussion and debate followed. In March 2014 the CWNP was disbanded and on 24th August 2014 the Windsor Neighbourhood Forum was designated by the Royal Borough of Windsor and Maidenhead. Thereafter the Topic Group was re-convened, albeit under a new Chairman.

Chairmen

Under CWNP Geoff Spooner

David Bulbeck (wef Nov 2013)

Under WNP Ian Bacon

John Bastow (wef Nov 2014)

Record of Meetings (hosted by LEGOLAND unless otherwise stated)

Under CWNP

6.30pm 25th March 2013

6.30pm 27th November 2013

6.30pm 5th December 2013

6.30pm 9th January 2014

Under WNP

6.30pm 3rd August 2014

6.30pm 4th September 2014

6.30pm 30th October 2014

6.30pm 27th November 2014

Key Concerns identified by the CWNP Topic Group

The first action was to identify the “key concerns”. These were tabled, discussed and grouped under four proposed headings. The first heading in particular caused debate as it was felt that “*increase capacity for vehicles*” appeared to suggest a need for larger and wider roads, whereas the more pragmatic objective was to make roads more efficient by intelligent controls. The working result is summarised below

(1) Increase Capacity for Vehicles

Provision of a Western Relief Road (to connect M3 – M4)

Parking within Windsor

Easing of traffic flows on the Royal Windsor Way

Traffic rules enforcement

(2) Reduce Demand for Road Capacity

Provision of a large capacity Park & Ride

Through Traffic

Cycling (promotion of safe cycling and cycle parking)

Improved access to Public transport

Variable message signs on M4 and other roads

Increased hotel accommodation

Valet parking

(3) Increase Demand for Alternative Forms of Transport

Use of river for visitor traffic

Tramway

(4) Increase Provision for Alternative Forms of Transport

Effective use of the Alexandra Gardens Coach Park

Cycle hire scheme

Changes under the WNP

Initially it was agreed that the WNP would use the same basic structure of the above four headings.

Subsequently, as our deliberations and knowledge developed, we received advice from our consultants, AECOM that some of the above concerns, although fundamental to all Windsor residents, businesses and visitors, are not within the scope of Neighbourhood Planning. These concerns included primarily changes to major highways, traffic congestion and public transport.

Output

On 18th March 2015, the Topic Group produced a summary of “raw data” as an Input Draft (Revision 3) including draft submissions for the then BLP 2nd Preferred Options document

File ref: TOPIC GROUP\_TRANSPORT\_1\_INPUT DRAFT\_R3

In the light of exclusion comments above, this Input Draft (Rev 3) excluded two major projects which were deemed to be outside the scope of the Plan. Nevertheless they are key components in any permanent resolution of Windsor’s existing traffic management problems and should not and must not be ignored in the overall scheme of planning. These were a pontential M3-M4 link and a large capacity Park & Ride scheme.

Input Draft Rev 3 formed a basic input to early drafts of the WNP. At the same time, it was agreed to re-title “Transport” to “Getting Around”, which title better reflects the nature of the transportation problems which a Neighbourhood Plan can address.

Subsequently the Group produced an Overview of the whole Transport topic, including some data not used in the final WNP.

File ref: TOPIC GROUP\_TRANSPORT\_2\_TRAFFIC OVERVIEW

On termination of the topic group, this final summary was issued.

File ref: TOPIC GROUP\_TRANSPORT\_5\_FINAL REPORT

END