

ITEM: A4 CYCLE ROUTE, MAIDENHEAD

Report Author: Gordon Oliver **Position:** Principal Transport Policy Officer
Telephone: 01628 796097 **Email:** gordon.oliver@rbwm.gov.uk

1. Purpose of the Report

1.1 This report describes the proposals for a new cycle route along the A4 between Maidenhead Bridge and the town centre.

2. Supporting Information**Background**

- 2.1 One of the key outcomes of the Maidenhead Cycling Workshop on 6th November 2013 was the need for a cycle route to connect the town centre to the Riverside area of Maidenhead.
- 2.2 Despite demand on this corridor being suppressed by the lack of dedicated cycling infrastructure, the eastern approach to the town centre is one of the most popular routes to and from the town centre for cyclists, catering for over 200 movements per day (7am to 7pm).
- 2.3 The request for a route along this eastern corridor is consistent with previous requests received from local cyclists for routes to connect the town to the Jubilee River and to provide a link through to Taplow and Slough. The National Trust has also requested a cycle route along the A4 in order to facilitate access to their property at Cliveden.
- 2.4 It should be noted that Buckinghamshire County Council has been working on a proposal for a cycle route along their section of the A4 between Maidenhead Bridge and Taplow, which will form the basis of a bid to the Thames Valley Buckinghamshire Local Enterprise Partnership for funding in 2015/16.

Option Development

- 2.5 A number of options were considered for the cycle route including:
1. Improvement of the existing route via Horseguards Drive and Guards Club Road.
 2. Providing single-direction cycle routes along each side of the A4.
 3. Providing a bi-directional cycle route along the south side of the A4.
- 2.6 Option 1 was effectively discounted since Horseguards Drive is a private road and residents are opposed to intensification of use by cyclists. This is also the least direct option and is therefore less attractive to cyclists.
- 2.7 Option 2 was found to have a number of problems inherent to providing a route along the northern side of the A4, including:
- The need to cross the A4 via the Moorbridge Road subway, which is too narrow for shared use by pedestrians and cyclists.
 - There are bus stops on the north side where limitations on the extent of the available highway land make it difficult to achieve satisfactory bus stop bypasses - also it was considered that buses could mask cyclists from motorists turning left at the Ray Park Avenue junction.

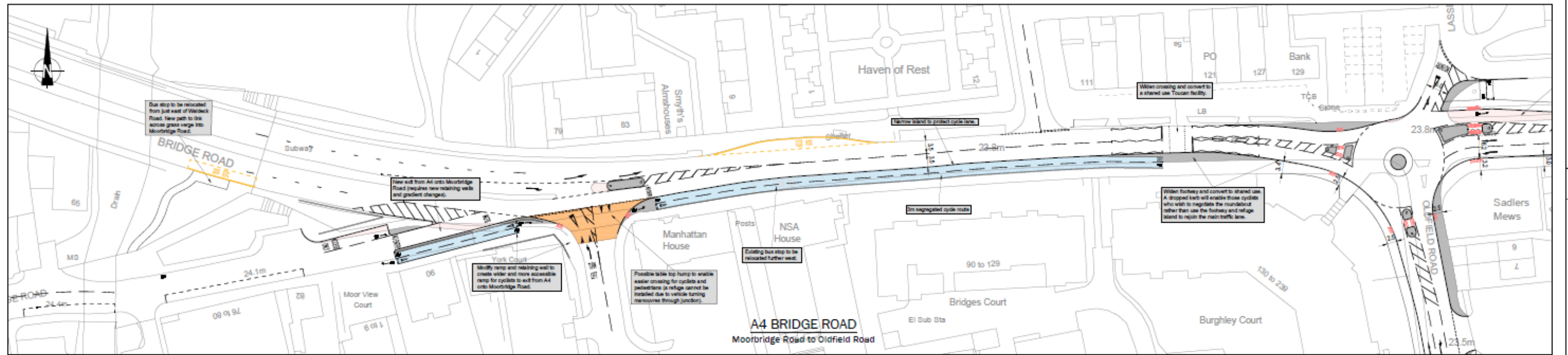
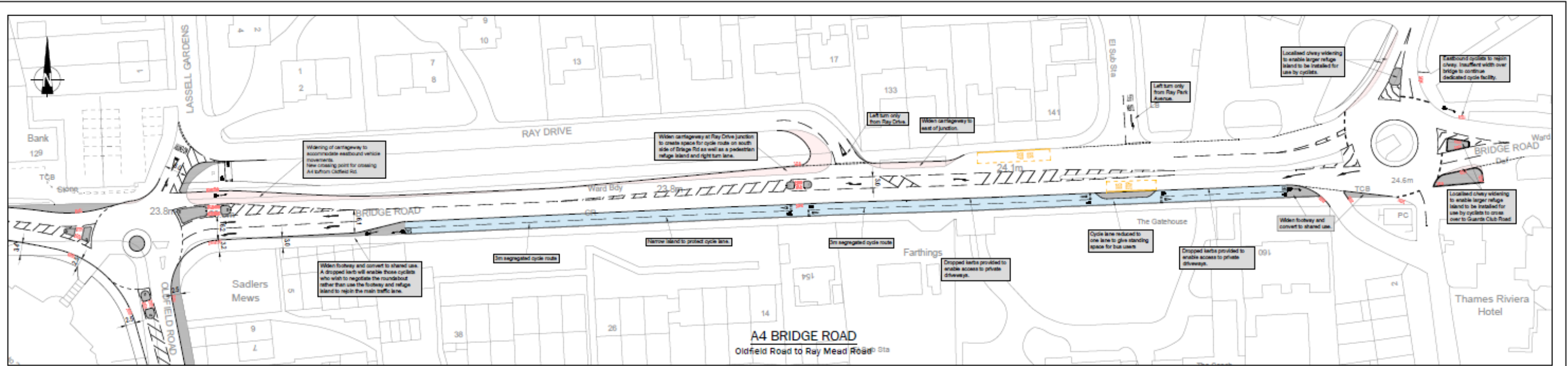
- There are many junctions and accesses on the northern side, which would bring cyclists into conflict with motorists turning in and out. There is also insufficient space to bend the cycle route away from the main road to be able to give cyclists priority at side roads.
 - There would be a particular issue with the cycle lane being positioned inside the left turn lane for traffic on the approach to Maidenhead Bridge, leaving cyclists vulnerable to left hook collisions.
- 2.8 Option 3 does not require use of subways to cross the A4, there are fewer problems with bus stops, there are fewer private accesses, and there is less conflict at junctions. This option is therefore being put forward as the preferred option.

Consultation on the Preferred Option

- 2.9 A scheme has been developed, which is shown in the plan in Appendix 1.
- 2.10 It is proposed to have a two-way cycleway running alongside the existing footway on the south side of the A4. It was originally proposed to have a Dutch style protected cycle lane with grade separation between the footway and the cycleway. However, the frequent changes in level at junctions, bus stops and crossing points would have made it uncomfortable and unattractive to cyclists. It was therefore decided to design the cycleway to be at the same level as the footway, but with a drainage channel to help demarcate the boundary between footway and cycleway.
- 2.11 Grade separation between the footway and cycleway can still be achieved on the section between Oldfield Road and Reform Road, since the footway is currently elevated to provide a safe means of escape from the Miller Homes site in the event of a flood.
- 2.12 The proposal will make use of the new slip road from the A4 at the end of Moorbridge Road. From here, the route would continue into town via Bridge Street and High Street. Advanced stop lines will be provided on the east and westbound approaches to the Forlease Road / Moorbridge Road / Bridge street junction as part of an improvement scheme that is being constructed in March 2014. A contra-flow cycle lane will be provided on the eastern section of the High Street as part of the Colonnade development.
- 2.13 The scheme will need to tie up with the Stafferton Way Link Road, which joins the A4 at the Oldfield Road junction. It also needs to coordinate with the Maidenhead Bridge Gateway scheme and the Moorbridge Road slip road scheme, which are being developed in parallel.
- 2.14 The intention is for the cycle route to be considered as part of the planning application for the Stafferton Way Link Road in April. Members of the Cycle Forum have been provided with details of the proposal in advance of this meeting and are invited to make any comments by **Friday 7 March**.

3. Recommendation

- 3.1 It is recommended that members of the Cycle Forum endorse Option 3 as the preferred design for the A4 cycle route.**





Reproduced from the Ordnance Survey Mapping with the permission of the Controller of Her Majesty's Stationery Office Crown Copyright ©. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution of civil proceedings. Royal Borough of Windsor and Maidenhead - Licence Number LA086118.

A	Revised as per RBWM comments of 18.12.2013	REM	23.12.13 PGB
Mark	Revision	Drawn	Date
		Checked	By

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.
 UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake his own investigation where the presence of any existing sewers, services, plant or apparatus may affect his operations.

Drawing Issue Status
DRAFT FOR DISCUSSION

A4 Bridge Road, Maidenhead Bridge to Forlease Road
 Outline cycle facility designs
 Appendix 1

Client		 THE ROYAL BOROUGH OF WINDSOR AND MAIDENHEAD	 pba peterbrett Offices throughout the UK and Europe www.peterbrett.com © Peter Brett Associates LLP READING Tel: 0118 950 0761
Date of issue	Drawn by		
A1 Scale	Checked by		
Drawing Number	Revision		
29524/001/02	A		