

ITEM: MAIDENHEAD CYCLING WORKSHOP

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1. Purpose of the Report

1.1 This report summarises the outcomes from the workshop that was held on 6th November 2013 to consider cycling issues and proposals for future cycling infrastructure in Maidenhead.

2. Supporting Information

Background

2.1 On 6th November, a workshop was held with members of the Cycle Forum and other key stakeholders to consider:

- The vision, objectives and design principles for improving cycling in Maidenhead
- Existing cycle routes and issues
- Proposals for future cycle routes and parking facilities

2.2 The aim of the workshop was to identify desired cycling outcomes and priorities for investment in cycling infrastructure that will help to achieve this.

Vision, objectives and design principles

2.3 The results from the visioning exercise are reproduced in **Appendix 1**.

2.4 When asked about what they would like Maidenhead to look and feel like from a cycling perspective, the responses were similar across all of the tables:

“A leading cycling town, actively encouraging cycling, with more secure cycle parking with CCTV in the town centre and railway station.”

“Link existing paths into the town centre from all four points – north, south, east and west.”

“Need for routes into the town centre – key safe corridors.”

“Needs to feel safe.”

2.5 Several different approaches to providing for cyclists were presented, based on best practice from the UK and Europe:

- Hackney – close roads to motor vehicles, but retain through routes for cyclists, and one way streets with exemptions for cyclists, but few segregated cycle routes.
- Netherlands – fully segregated cycle routes above 20 mph / 2,000 vehicles per day.
- Denmark – painted cycle lanes above 25mph (40km/h); segregation by kerb above 30mph (50km/h); full segregation with a kerb and safety strip above 40mph (70km/h).

2.6 The consensus was that some form of segregation was desirable, with no particular distinction made between the Dutch and Danish approaches. This desire for segregation is supported across the UK (e.g. [‘Love London – Go Dutch’](#)).

2.7 Other features that were identified as desirable included:

- Contra-flow cycle lanes in one-way streets
- Wayfinding / branding of individual cycle routes
- Shared use of underpasses
- Reduced speed limits on town centre, residential and rural roads
- A radical overhaul of the town centre road network to make it cycle friendly
- Preference for traffic signals over roundabouts, which are hazardous for cyclists
- Advanced stop lines at signal-controlled junctions
- Improved traffic signal phasing to reduce vehicle / cyclist conflict

Existing routes and issues

2.8 Participants were asked to draw on a map, the routes that they currently cycled and to highlight key issues that they would like to see addressed. The results are shown in the plan in **Appendix 2**. Common themes included:

- Cycling to and from north Maidenhead is particularly challenging – there are few dedicated cycle routes or alternatives to the main roads.
- The A4 and A308 are significant barriers to cycling, with roundabouts being particularly hazardous, as evidenced by casualty statistics (see **Appendix 3**).
- There is extensive illegal use of subways by cyclists to avoid the roundabouts.
- There are several short links across Maidenhead that could provide quick wins in terms of creating through routes for cyclists.
- Cyclists dislike shared use footway / cycleways - they result in conflict with pedestrians and require cyclists to repeatedly give way at side roads.
- The town centre road network is poor – cyclists frequently cycle the wrong way down one-way streets because alternative routes are circuitous and unattractive.

Proposed cycle routes

2.9 Participants were then asked to propose new cycle routes and draw these on another map. The results are shown in **Appendix 4**. Suggestions were largely focused in and around the town centre, highlighting the importance of this location and the extent of the short-comings of the road network. Participants were asked to come up with a range of proposals ranging from modest, low-cost measures through to flagship schemes. Suggestions included:

- A safe cycle route between the town centre and the river.
- Signal-controlled surface crossings of the A4 at all key junctions.
- Shared use of the subways under the A4 / A308.
- Improved surface crossings to Maidenhead station.
- A pedestrian / cycle bridge link over the A4 to Kidwells Park.
- Contra-flow cycle lanes on all one-way streets in the town centre.
- Improved two-way cycle access under the Forlease Road bridge.
- A new footbridge / cycle bridge across the River Thames at Ray Mill Island.
- Allow cycling on the Thames Path to Cookham.
- Provide more cycle parking at the station and locations across the town centre.

Next Steps**i. Routes along and across the A4 to be tackled as a priority:**

- a. Finalise the design for the cycle route between Maidenhead Bridge and the town centre. This needs to be tied in with: the Maidenhead Bridge gateway feature; Stafferton Way Link Road; the Moorbridge Road slip road; and the Waitrose junction improvement scheme.
- b. Consider permitting cycling in the Sainsbury's subway for a trial period, with segregation by markings and limited use of barriers at critical locations. This would require changes to the Sainsbury's Walkway Agreement and is dependent upon getting support from other stakeholders such as the Access Advisory Forum.
- c. Improve the route from the Magnet across Town Moor, with a replacement pedestrian / cycle bridge across York Stream. Delivery of the scheme would have to be fitted around the Waterways scheme and would be reliant upon progression of the scheme through the Sainsbury's subway / plaza.

ii. Improve the town centre road network:

- a. Consider a 20 mph speed limit for all roads contained within the ring road. This will be reviewed as part of the Maidenhead Access and Movement Study, which is currently underway.
- b. Consider contra-flow cycle routes on one-way roads within the town centre. Two way cycle movements will be permitted on the eastern section of High Street when this is remodelled as part of The Colonnade re-development. Other routes will be reviewed as part of the Maidenhead Access and Movement Study and in conjunction with planning applications for the various opportunity sites around the town centre.
- c. Consider permitting cycling in the northern section of King Street and in the pedestrian link between King Street and West Street. This will be reviewed as part of the Maidenhead Access and Movement Study.
- d. Improve the crossing to the rail station. This junction will be reviewed as part of the Broadway Plaza and Maidenhead Station redevelopment schemes.

iii. Consider permitting cycling on the Thames Path to Cookham:

- a. Open dialogue with the Thames Path National Trail Authority and consult with local stakeholders. The cycling policy is due to be reconsidered in spring 2014 by the Thames Path Partnership.

iv. Improve cycle parking:

- a. Provide additional two-tier cycle parking at Maidenhead Station to increase overall capacity. A scheme has already been designed for the Shoppenhanger's Road side of the station and works have been ordered through First Great Western. The cycle parking will be bolted down and can be reused when the station is redeveloped.

- b. Additional cycle parking to be provided at sites within the town centre. This will be considered as part of the Maidenhead Access and Movement Study.

Funding

2.10 There are a number of existing funding sources available as outlined above, which will contribute to the delivery of these schemes, including:

- Local Transport Plan Grant
- Local Sustainable Transport Fund Grant
- S106 developer contributions
- Pinch Point Funding for Stafferton Way Link Road

2.11 In addition, we will seek to maximise opportunities to secure future funding through mechanisms such as:

- Local Growth Fund – part of the council's funding for integrated transport measures is being allocated to the Local Enterprise Partnership from 2015/16. We will seek to secure funds for walking and cycling measures as part of wider packages of measures.
- Developer Funding - There are several major developments coming forward in and around Maidenhead town centre, where contributions could be made to cycling schemes, e.g. Broadway Plaza, Maidenhead Station, etc.
- Central Government Funding – While central government has not indicated that any further capital funding will be made available for transport schemes outside of the LTP Grant, and the Local Growth Fund, we are aware that there is a rising groundswell of support across the UK to allocate funding specifically to cycling. If additional funding is made available, then the packages of schemes that we are developing for Maidenhead and Windsor will provide a sound basis for any bid.

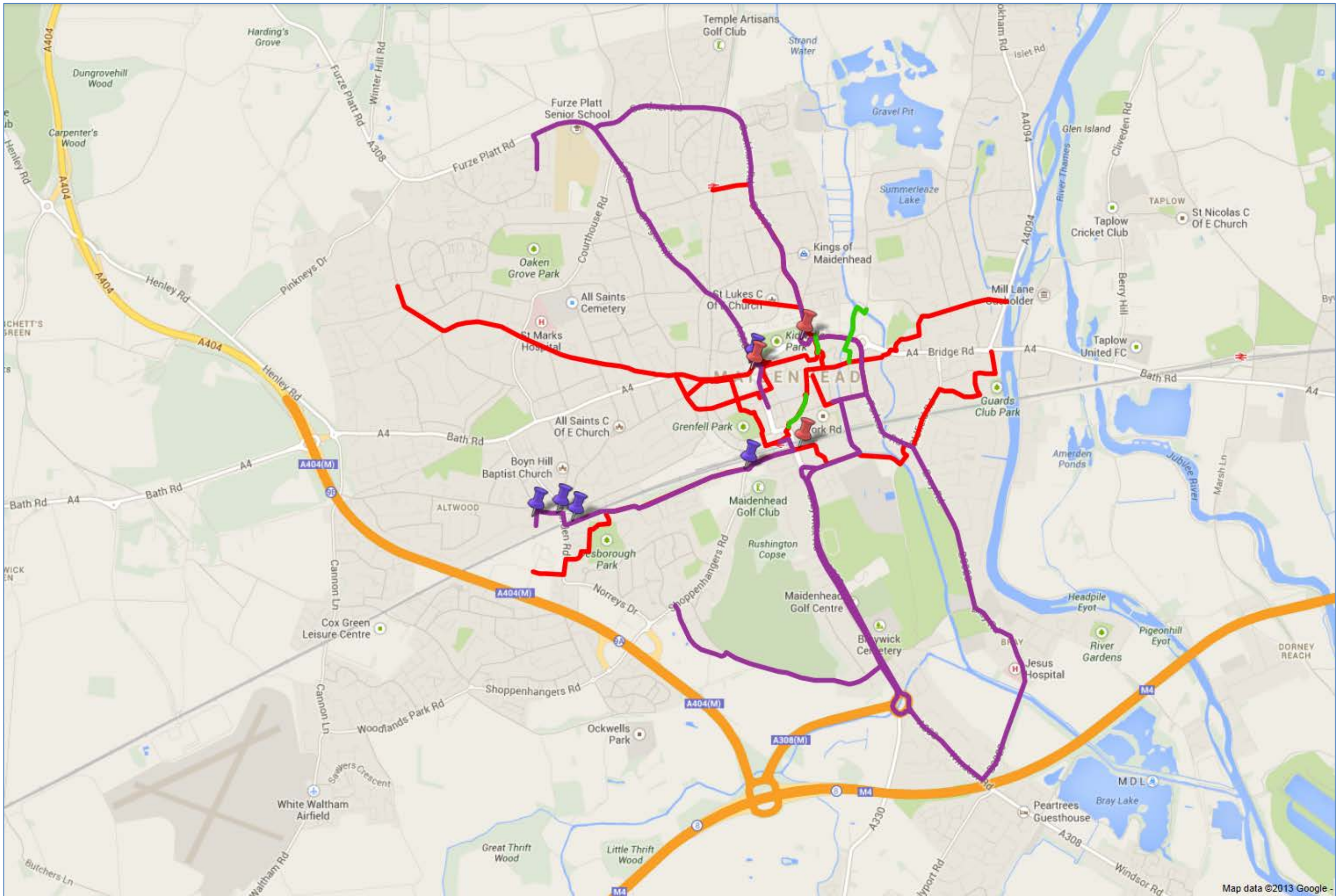
3. Recommendation




3.1 It is recommended that members of the Cycle Forum note the outcomes from the Maidenhead Cycling Workshop and agree the proposed next steps.

Maidenhead Cycling Workshop (6 November 2013)

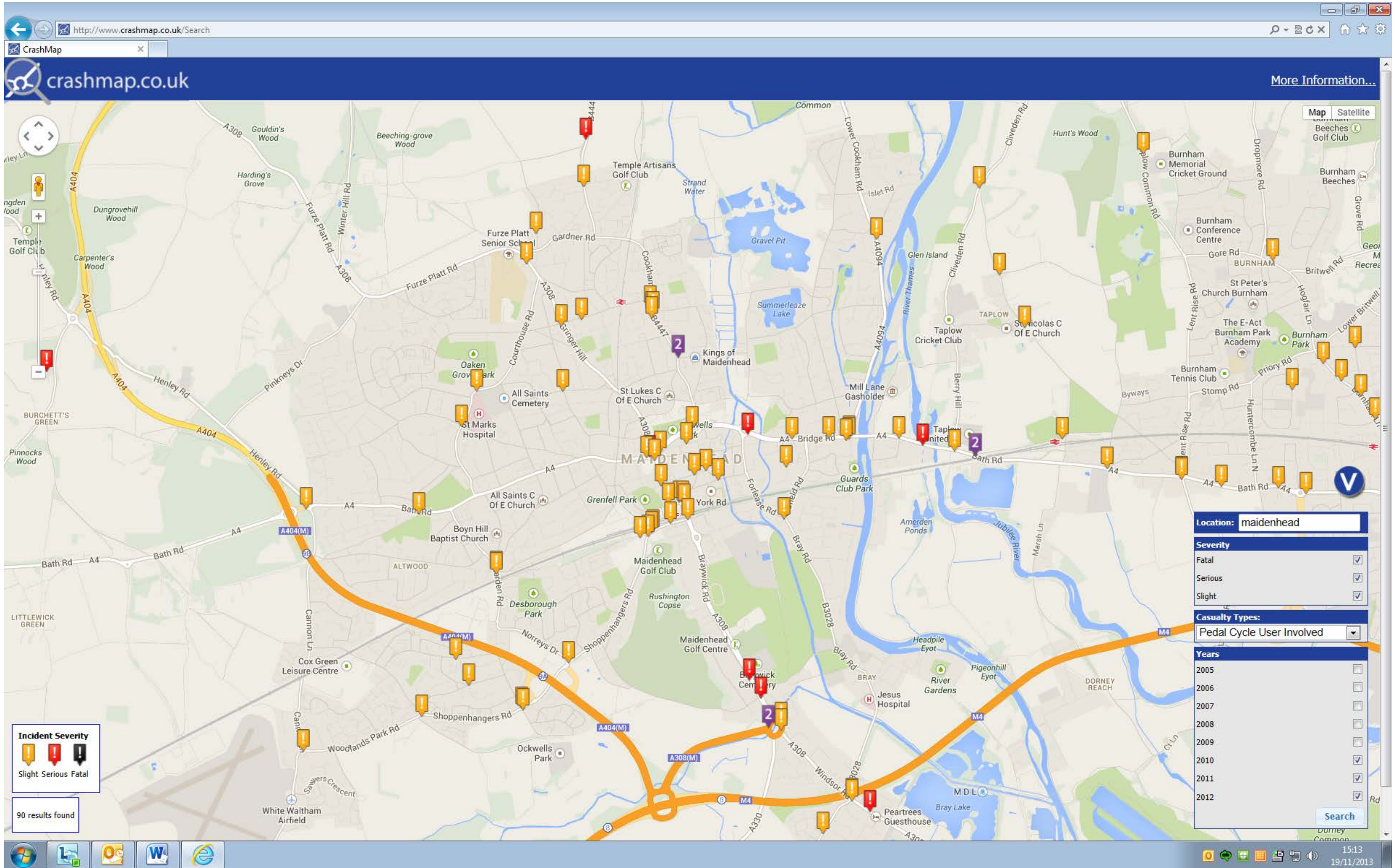
Table No.	What do you want Maidenhead to look and feel like in cycling terms?	Who do you want to emulate (e.g. Hackney, Netherlands, Denmark)?	What standard of routes do you want and under what circumstances (e.g. unsegregated roads, cycle lanes, physical segregation, etc)?	What features do you want to see in principle (e.g. speed limits, one way exemptions for cyclists, pedestrianized areas, major road crossings, side road / junction treatments)?	Additional Comments
2	<ul style="list-style-type: none"> A leading cycling town, actively encouraging cycling, with more secure cycle parking with CCTV in the town centre and railway station. Thames Valley and British Transport Police attend the Cycle Forum. Provision should vary for the three main types of cyclists: leisure, city (commuter), and sports. 	<ul style="list-style-type: none"> The Dutch and Danes. Leading cycling towns such as Totnes, Oxford, Cambridge, Exeter, Chichester and Reading. All university towns are cycle friendly as students do not have cars. European immigrants are more included to cycle. Young people under 25 mainly cannot afford the insurance to run cars. 	<ul style="list-style-type: none"> More advanced stop lines with lead-in lanes. Contra-flow cycle lanes in one-way streets. Clearer cycle route signs numbered and named (as in Chichester) and marked North, South, East and West. Cycle lanes alongside main roads and segregated with penalties for motorists who park on them. Residential roads with 20mph limits do not need segregation. Off-carriageway cycle paths are the best solution to avoid deaths and injuries to cyclists. Underpasses should be split between cyclists and pedestrians to allow cyclists to continue mounted. Wide footways, such as the one above the A4 at Castle Hill could be resurfaced and split for cyclists and pedestrians. A marked restriction of 10mph on shared paths with pedestrians. 	<ul style="list-style-type: none"> All residential roads with a default speed limit of 20mph. All town centre roads including the A4 should have a 30mph speed limit. All rural roads should have a 40mph speed limit. Reducing speed limits particularly in residential roads will deter "rat runners". Speed cushions on difficult straight roads would be good for cyclists. Town centre access is not cycle friendly and needs radical improvement. Roundabouts are lethal for cyclists as they can be missed by drivers of vehicles entering. Traffic signals could be an alternative with advanced stop lines and phased lights allowing cyclists to proceed first. 	<ul style="list-style-type: none"> More cycle parking is needed at the railway station replacing car parking at the station front. Only allowing a pick up and dropping zone for short time vehicle loading and unloading. Road surfaced in the town centre such as West Street going down to the car park are very poor, particularly for cycling. Entry to Maidenhead from the Jubilee River is cycle path on the Slough side is very poor, particularly over Maidenhead Bridge. The Green Way entering from Stafferton Way is a much better route for cyclists travelling to Windsor from Maidenhead town centre than the Stafferton Way Link Road. However, a toucan crossing will be needed. Government support for cycling is increasing strongly, with the APPCG producing the Get Britain Cycling report, which was unanimously supported by Parliament. We feel RBWM are moving in the right direction with full government support.
3	<ul style="list-style-type: none"> Roads filled with cyclists rather than cars Needs to <u>feel</u> safe Need for routes into the town centre – key safe corridors Need to cater for 80% who don't currently cycle 		<ul style="list-style-type: none"> Direct routes, segregated from traffic Consistent routes 	<ul style="list-style-type: none"> Avoid shared use paths Shared used of subways? Routes to avoid busy main roads Cyclists friendly traffic calming on lesser trafficked roads Preference for traffic signals (over roundabouts) No need for car traffic in town centre 	
4	<ul style="list-style-type: none"> Welcoming / safe / accessible Link existing paths leading into the town centre from all four points – north, south, east and west 	<ul style="list-style-type: none"> Dutch 	<ul style="list-style-type: none"> Shared surface / integration of pedestrians and cyclists Some designated cycle routes Safe secure parking for cyclists 	<ul style="list-style-type: none"> Need more streets pedestrianized Link existing paths leading into the town centre from all four points – north, south, east and west Safe and secure cycle parking 	<ul style="list-style-type: none"> Road user education: <ul style="list-style-type: none"> Cyclists going wrong way down one way streets Cyclists going through red lights Respect for pedestrians / others

Appendix 2 - Maidenhead Cycling Workshop – Existing Routes Used by Cyclists

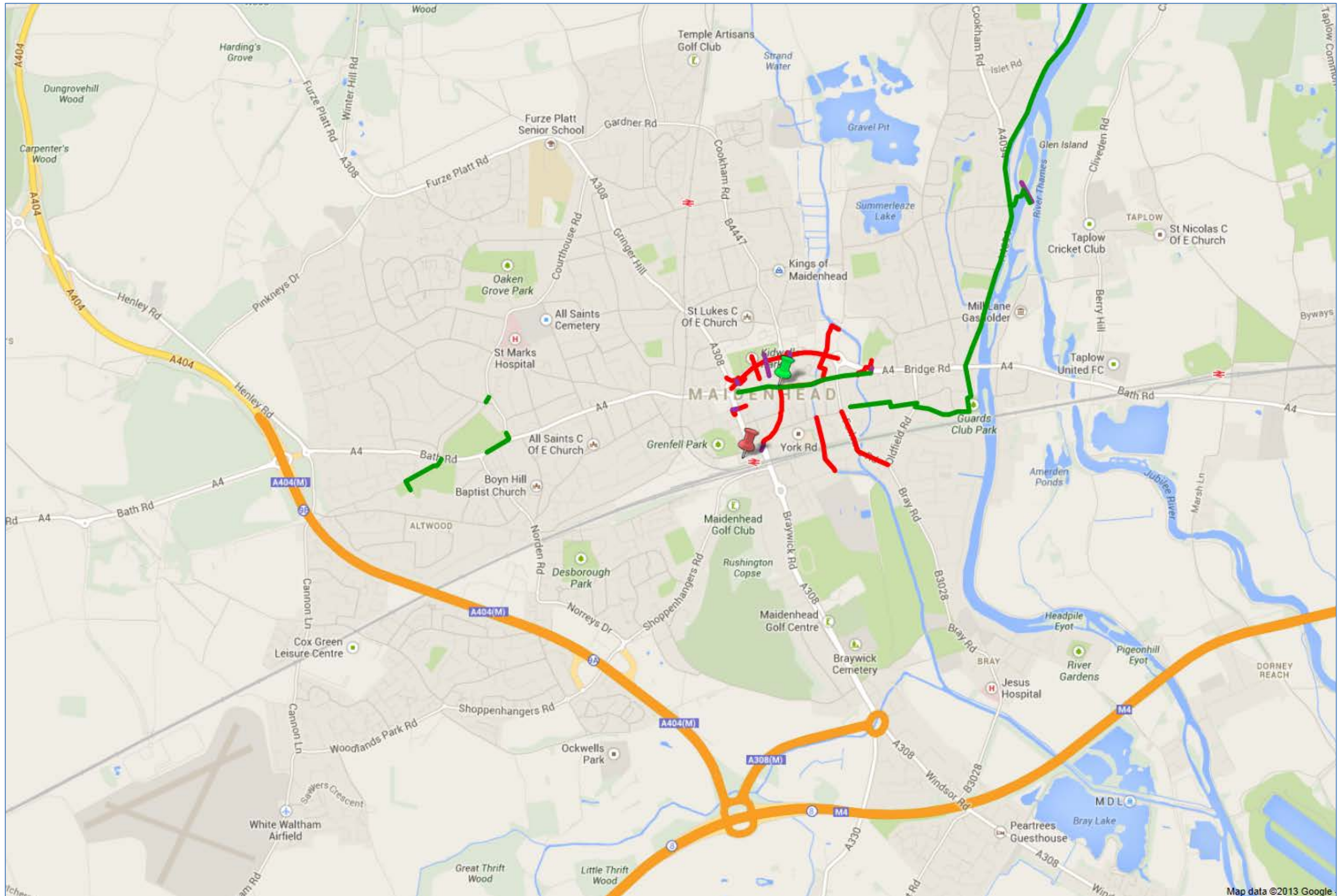



























-  **Table 2 - North West Route**
-  **Table 2 - South West Route**
-  **Table 2 - South East Route**
-  **Table 2 - North East Route**
-  **Table 2 - North Route**
-  **Table 2 - Station to Town Centre Link**
-  **Table 2 - Grenfell Road to Station Link**
-  **Table 2 - East Ring**
-  **Table 2 - Castle Hill Roundabout**
Very dangerous for cyclists travelling east to west
-  **Table 2 - Sainsbury's Roundabout**
Takes courage to turn right
-  **Table 2 - Stafferton Way Car Park Link**
Path needs segregation - large numbers of pedestrians in peak periods - too slow
-  **Table 3 - South East Route**
-  **Table 3 - South Route (East)**
-  **Table 3 - South Route (West)**
-  **Table 3 - Harvest Hill Road Route**
-  **Table 3 - South West Route**
-  **Table 3 - North West Route**
-  **Table 3 - North Route**
-  **Table 3 - A308 Marlow Road**
Left filter is dangerous for cyclists
-  **Table 3 - Ludlow Road**
Right turn from Shoppenhanger's Road is very difficult
-  **Table 3 - Footpath 56**
Not a legal cycle route
-  **Table 3 - Altwood Road**
Not a legal cycle route
-  **Table 3 - Footpath Link to Shirley Road**
Not a legal cycle route
-  **Table 4 - Green Way (North)**
-  **Table 4 - Sainsbury's Underpass**
-  **Table 4 - Queen Street**
Cyclists travel the wrong way

Appendix 3: Maidenhead Cycling Workshop - Cyclist Casualties (2010 – 2012)



Appendix 4: Maidenhead Cycling Workshop – Proposed Routes



-  **A4 Castle Hill to Police Stn**
Bury the A4 between Castle Hill and Police Station roundabouts
-  **A4 Bad Godesberg Way subway**
Allow cycling in the subway
-  **Kidwells Park to West Street**
New pedestrian / cycle bridge from Kidwells Park to West Street
-  **A4 St Cloud Way**
New surface level crossing at Sainsbury's
-  **Green Way (North)**
Widen path and allow cycle access
-  **A4 Bridge Road Subway**
Allow cycling in the subway
-  **Forlease Road**
Two way cycling under rail bridge
-  **Green Way (South)**
Improve the route through the tunnel
-  **Queen Street / High Street**
Contra-flow cycle routes
-  **A308 Frascati Way**
Allow cycling in subway between High Town Rd and King St
-  **Maidenhead Station**
Provide more cycle parking
-  **A4 Bad Godesberg Way**
Improved crossing facilities
-  **Kidwells Park to West Street**
New pedestrian / cycle bridge from Kidwells Park to West Street
-  **A4 St Cloud Way**
Improved crossing facilities
-  **A4 /Bridge Road**
Improved crossing facilities
-  **A308 King Street**
Improved crossing facilities
-  **A308 Frascati Way**
Improved crossing facilities
-  **Ray Mill Island**
New pedestrian / cycle bridge
-  **Thames to Town Centre**
Shared use of Thames Path to Cookham and quiet route to the town centre.
Shared use of Thames Path to Cookham and quiet route to the town centre.
-  **Ray Mill Island**
New pedestrian / cycle bridge
-  **Moorbridge Road / Bridge Street / High Street**
Contra-flow cycle lanes
-  **Deadman's Alley Extension**
Conversion of existing informal track to shared use.
-  **Footpath 48**
Cycle access to schools
-  **A4 to Courthouse Road**
Connect existing A4 cycle route to Courthouse Road
-  **Cycle Parking**
Provide additional cycle parking around the town centre