

ITEM: WINDSOR 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 18th December 2013 to consider cycling issues and proposals for future cycling infrastructure in Windsor.

2. Supporting Information**Background**

2.1 On 18th December, 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 Windsor
- 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 Windsor to look and feel like from a cycling perspective, the responses were similar across all of the tables:

“Windsor is a town where anyone can confidently cycle anywhere to do their daily business – work, shop, attend school, etc.”

“It is safe to travel to and through the town”

“Traffic flows freely on main roads, so local roads are not congested or used as rat-runs.”

“Bridge access is easy for local commuters.”

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 One table indicated that they did not have enough experience of these places to decide on who to emulate. The other tables were split between Dutch and Danish style cycling infrastructure, but the implication was that some form of segregation was

desirable. This desire for segregation is strongly supported in local campaigns across the UK (e.g. [‘Love London – Go Dutch’](#)).

2.7 Other features that were identified as desirable included:

- Cyclist priority at traffic signals
- Wide cycle lanes, so cyclists are not forced into the kerb
- Continuity of routes through junctions
- Having a connected network of cycle routes across the whole town
- Keeping paths clear of obstructions
- Better signage / wayfinding
- No ‘cyclists dismount’ signs
- Improved links to Slough
- Improved access to Windsor Great Park
- More / more secure cycle parking linked to cycle routes
- 20 mph on all roads other than key through roads for motor vehicles

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:

- Existing routes to neighbouring towns / villages were mostly considered to be useful links.
- The A308 route is too narrow with no priority for cyclists across private accesses and the road is difficult to cross.
- The Clewer Village to town centre route was considered useful, but needs better signage and lighting and needs to be extended eastwards.
- The Green Lane / Vansittart Road link via A308 Goslar Way subway is useful, but needs better signing and linking to Claremont Road.
- Dedworth Road was identified by everyone as a priority for action. There is conflict with motorists at parking areas, so cyclists use the footways instead.
- Clarence Road roundabout and the Imperial Road / St Leonard’s Road junction were identified as being particularly hazardous for cyclists.
- Windsor Boys School pupils use the Clarence Road roundabout subways and Albert Street – it was suggested that this route could be formalised.
- The A332 Sheet Street Road is considered to be hazardous for cyclists, particularly after dark when the route through the Great Park is closed.
- The one-way section of Eton High Street is widely used by cyclists travelling north who currently ignore the no entry / one way restriction – that alternative route represents a significant detour.

Cyclist casualties

2.9 As shown in **Appendix 3**, there are clusters of cyclist casualties at junctions along the A308 and around River Street / Thames Avenue / Datchet Road. Analysis of the crashes did not reveal any common causation factors, but highlighted the need for protected space for cyclists between Barry Avenue and Windsor and Eton Riverside Station.

Proposed cycle routes

2.10 Participants were asked for ideas about new cycling infrastructure and to show these on another map. The results are shown in Appendix 4. Participants were asked to come up with a range of proposals ranging from modest, low-cost measures through to flagship schemes. Suggestions included:

- Provide an east-west cycle route along Dedworth Road / Clarence Road.
- Extend the route from Clewer Village as far as Windsor & Eton Riverside Station.
- Provide a cycle route between Windsor and Ascot.
- Extend the existing cycle route from Old Windsor along King's Road / The Long Walk.
- Improve the cycle route along Winkfield Road
- Improve the existing A308 cycle route.
- Provide more secure cycle parking in the town centre and at the rail stations.

Next Steps

i. Improve east-west links as a priority:

- Improve the A308 Cycle Route: widen the existing path where possible, relocate street furniture, improve crossing facilities at junctions and consider giving cyclists priority across private accesses.
- Commission a study to look at Dedworth Road, reviewing parking, pedestrian and cyclist facilities.
- Improve signing of the existing route along Green Lane and the subway beneath the A308 Goslar Way.
- Convert the existing pedestrian link from Vansittart Road to Alma Road to shared use.

ii. Investigate links through Windsor Great Park:

- Engage Crown Estates to examine the potential for a link to Ascot alongside the A332 Sheet Street Road or B3022 Winkfield Road. This would be a high cost scheme and would therefore require external funding.

iii. Improve the link between Clewer Village and Windsor & Eton Riverside Station:

- Improve signing and lighting along the existing route.
- Investigate options for improving conditions for cyclists around River Street and Thames Avenue.

iv. Explore options for exempting cyclists from the one-way restriction in Eton High Street

- Repeated enforcement is having no impact on levels of illegal cycling activity and there has only been one cycling casualty in the last 8 years, so it is proposed to explore options for formalising the arrangement. This arrangement is already commonplace in many parts of Europe and would provide many cyclists with considerable benefits. However, the Council needs to consider the needs and wishes of other stakeholders, including local residents and retailers.

v. Improve cycle parking:

- Provide additional cycle parking at Windsor and Eton Riverside Station to increase overall capacity.
- Provide additional cycle parking at sites within the town centre (e.g. at the coach park and the compound at the River Street Car Park). There may even be potential to consider a covered facility.

Funding

2.11 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

2.12 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 - Although there is significantly less development activity in Windsor than in Maidenhead, we will seek to maximise use of available S106 funding.
- 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 Windsor Cycling Workshop and agree the proposed next steps.

Windsor Cycling Workshop (18 December 2013)

Table No.	What do you want Windsor to look and feel like in cycling terms?	Who do you want to emulate (e.g. Hackney, Netherlands, Denmark)?	What standard of cycling provision do you want and under what circumstances (e.g. protected cycleways on roads above 20mph/2,000 passenger car units per day)?	What design principles should we adopt to make Windsor more cycle friendly (e.g. 20 mph. pedestrianized areas, one way / no entry exemptions, cycle parking)?	What features do you not want to see?
1	<ul style="list-style-type: none"> Traffic flows freely on main roads, so local roads are not congested / used as 'rat-runs'. Bridge access is easy for local commuters. 	<ul style="list-style-type: none"> Denmark – segregated cycle routes with vehicles giving way to cyclists at side roads. 	<ul style="list-style-type: none"> Compromise between segregation and road use for cyclists. Segregated cycleways on routes to schools. Filtered permeability (cycle filters with no through traffic) is not a necessity. Cyclists should have priority at traffic signals. Move cycle lanes away from the kerb. Continuous routes rather than short cycle lanes that stop at junctions. A connected network of routes. Work in a more joined-up way with neighbouring authorities (e.g. routes to Slough town centre) 	<ul style="list-style-type: none"> Need more secure cycle parking Need more education for motorists – use of Speed Indicator Devices Need more enforcement of cyclists riding without lights after dark 	<ul style="list-style-type: none"> No use of 'cyclists dismount' signs – unfriendly cycle signage.
2	<ul style="list-style-type: none"> It is safe to travel to and through the town. 	<ul style="list-style-type: none"> Netherlands 	<ul style="list-style-type: none"> Keep paths clear Shared paths into town centre Improved access to the Great Park 	<ul style="list-style-type: none"> Better signage Maps of routes Centralised parking areas with sufficient spaced connected to the main routes 	<ul style="list-style-type: none"> Do not want to see blue paint (i.e. Painted cycleways in London, which are not real cycle lanes and do not work)
3	<ul style="list-style-type: none"> Windsor is a town where anyone can confidently cycle anywhere to do their daily business – work, shop, attend school, etc. 	<ul style="list-style-type: none"> Don't know – we don't have enough experience of these places. 	<ul style="list-style-type: none"> Engineering / infrastructure changes for key cycling routes to facilitate full coverage of the town 	<ul style="list-style-type: none"> 20 mph default speed limit with exception of key through routes for motor vehicles. Depends on the situation 	<ul style="list-style-type: none"> Areas / paths with heavy pedestrian flows should not be shared with cyclists.

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

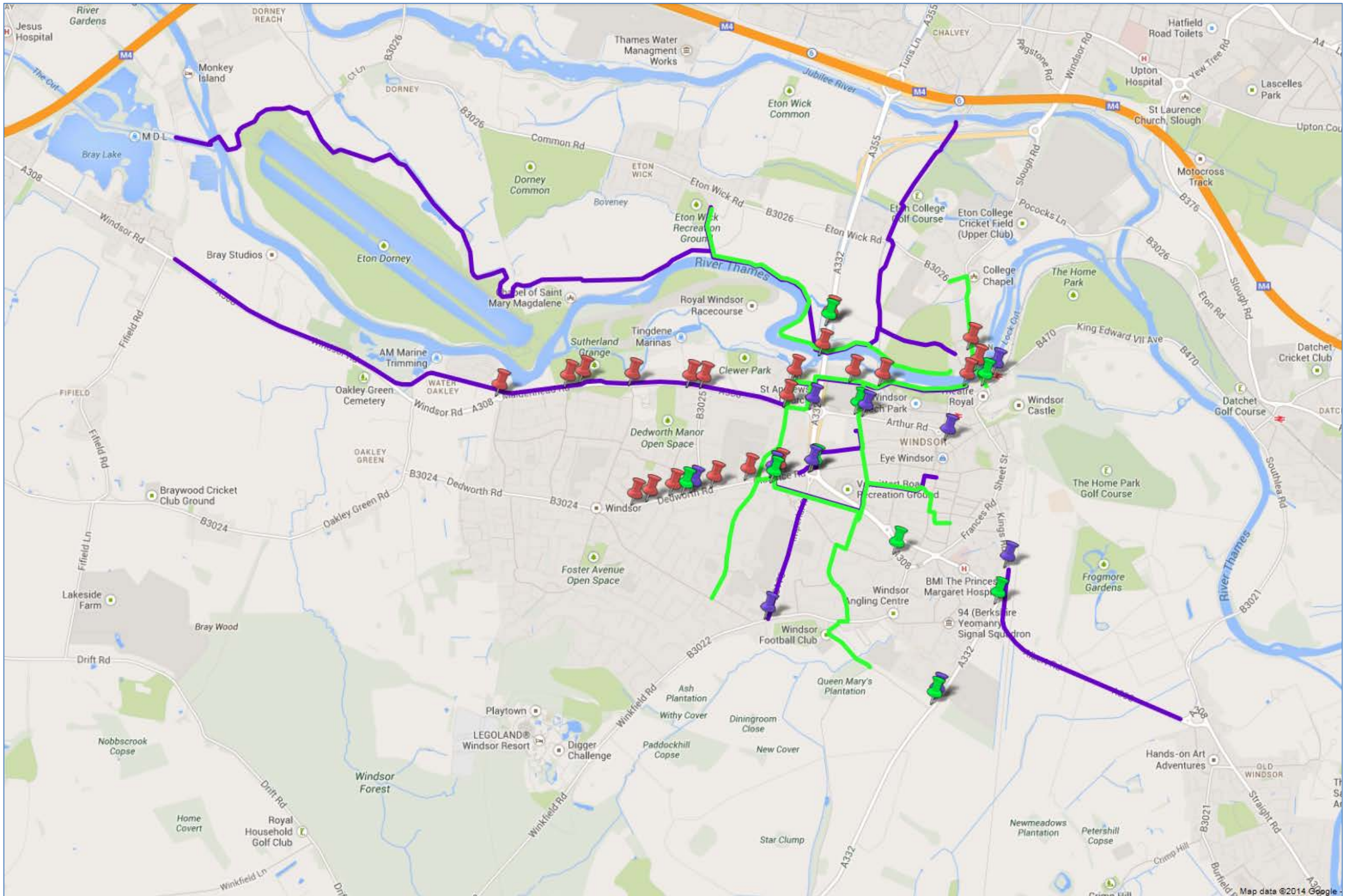


Table 1 Issues:


















-  **A308 / Ruddlesway**
Difficult to turn right towards The Willows when travelling on A308 from Windsor
-  **A308 / Gallys Road**
Difficult turning right across A308
-  **Sutherland Grange**
Unlit bollards on cycle path with no lighting in car park
-  **A308 / Smith's Lane**
Difficult turning right across A308
-  **A308 opp. Windsor Lad PH**
Cyclists in door zone of parked cars (NB: Southern footway is not shared use between Vale Road and Rays Avenue)
-  **A308 / Vale Road**
Difficult turning right across A308
-  **A308 / Parsonage Lane**
Difficult turning right across A308
-  **Mill Lane / Clewer Court Road**
Poor visibility due to parked cars - dangerous
-  **Stovell Road & Riverway**
Dark
-  **Railway Underpass**
Improve 'visibility' of links (e.g. positive signing for cyclists rather than prohibition of motor vehicle signs)
-  **Barry Avenue**
Problems for cyclists filtering back into road at eastern end, with poor visibility and high traffic volumes
-  **Windsor Bridge**
No segregation of pedestrians and cyclists - technically should not be cycled, but everyone does
-  **Cycle Route Alongside Royal Windsor Way**
Autumn leaves make the route slippery and dangerous
-  **Royal Windsor Way**
Either create segregated cycle routes or ban cycling
-  **Dedworth Road**
Cars reversing from echelon parking bays in front of shops
-  **Dedworth Road**
On-street parking - cyclists using the footway as a result

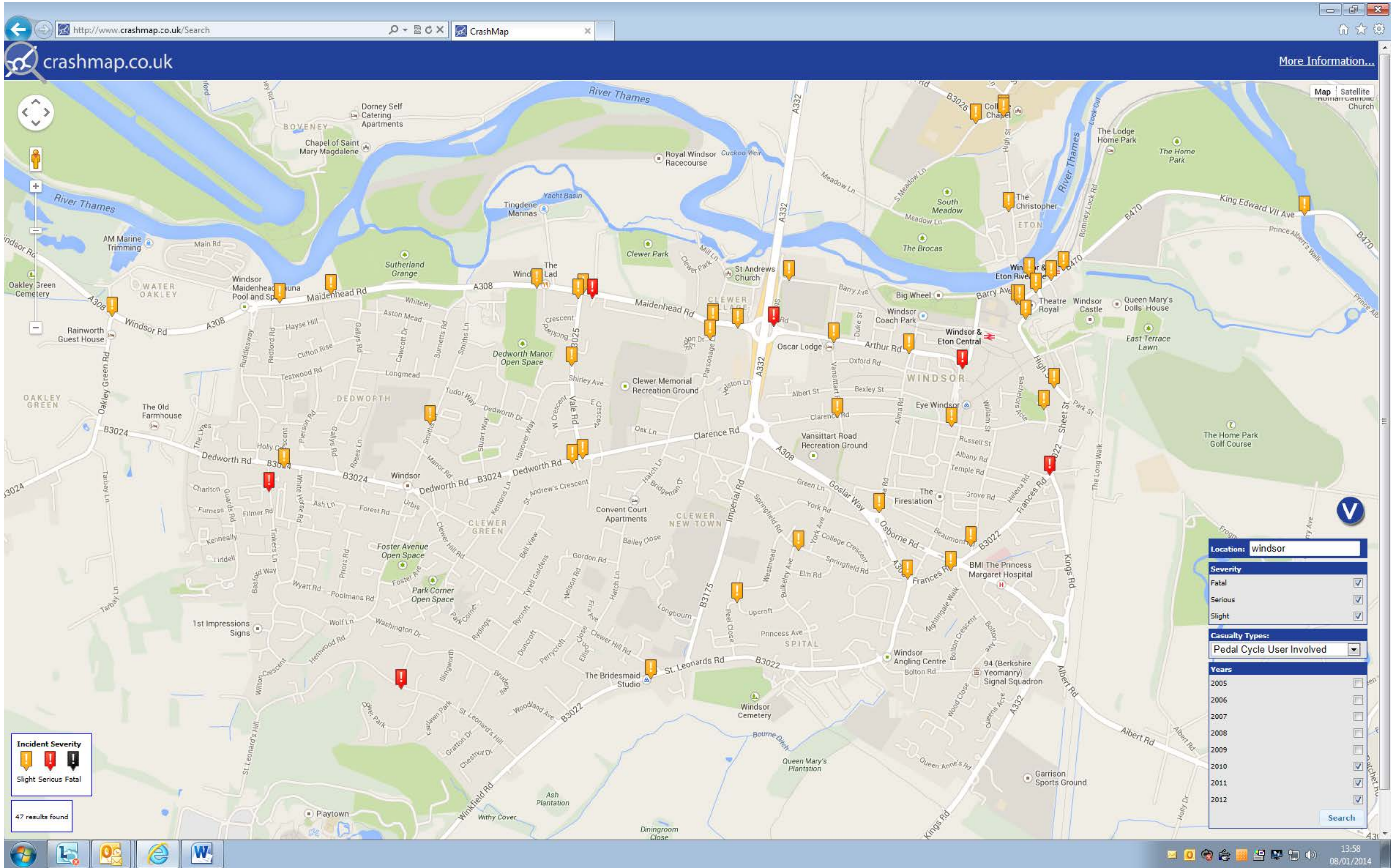
Table 2 Issues:

-  **A308 Windsor to Maidenhead Cycle Route**
Maidenhead Road cycle path is good, but too narrow - needs widening
-  **A308 Windsor to Slough Route**
This is a useful link
-  **Windsor to Eton Cycle Route**
This is a useful link
-  **NCN4**
This is a useful link for journeys to Bray
-  **Clewer Village to Town Centre**
Good route, but needs signage and extending to town centre cycle parking areas
-  **Dedworth to Town Centre Route (via Green Lane and A308 Goslar Way underpass)**
Link from Vansittart Road to Claremont Road is not currently a cycle route
-  **West Windsor to Windsor Boys School**
Unofficial route via Clarence Road roundabout subways
-  **Imperial Road Shared Path**
Path is too narrow to share with pedestrians
-  **Windsor to Old Windsor Route**
This is a useful link
-  **Dedworth Road**
All of Dedworth Road is very difficult for cyclists
-  **Imperial Road / St Leonard's Road**
Poor junction for cyclists
-  **Clarence Road Roundabout**
Nightmare junction - underpass route to Windsor Boys School needs to be widened and improved.
-  **Green Lane Link**
Improve signing
-  **Maidenhead Road Roundabout**
A bad roundabout for cyclists
-  **Arthur Road**
Difficult for Cyclists
-  **Riverside Station**
Many more cycle racks needed
-  **King Edward Court**
Cycle racks needed (NB: Cycling is not permitted in King Edward Court)
-  **King Street**
Cycle route needs to be extended to the town centre
-  **A332 Sheet Street Road**
Fast road with no cycle path

Table 3 Issues:

-  **Eton Wick Route**
Useful link
-  **Barry Avenue to Alexandra Road**
Useful link
-  **Hatch Lane**
Useful link
-  **Eton to Windsor Route**
Useful link
-  **Thames Avenue**
Bad for cyclists
-  **Clarence Road Roundabout**
Bad for cyclists
-  **Green Lane to Clarence Road**
Good link, but needs looking at
-  **Dedworth Road**
Bad for cyclists - needs looking at. East-west thoroughfare is missing for cyclists
-  **Vansittart Road / Arthur Road**
ASL on northern side is missing
-  **Alma Road**
Bad for cyclists
-  **Royal Windsor Way**
Bad for cyclists
-  **Kings Road Roundabout**
Bad for cyclists
-  **Sheet Street Road**
Bad for cyclists

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



Appendix 4: Windsor Cycling Workshop – Proposed Routes

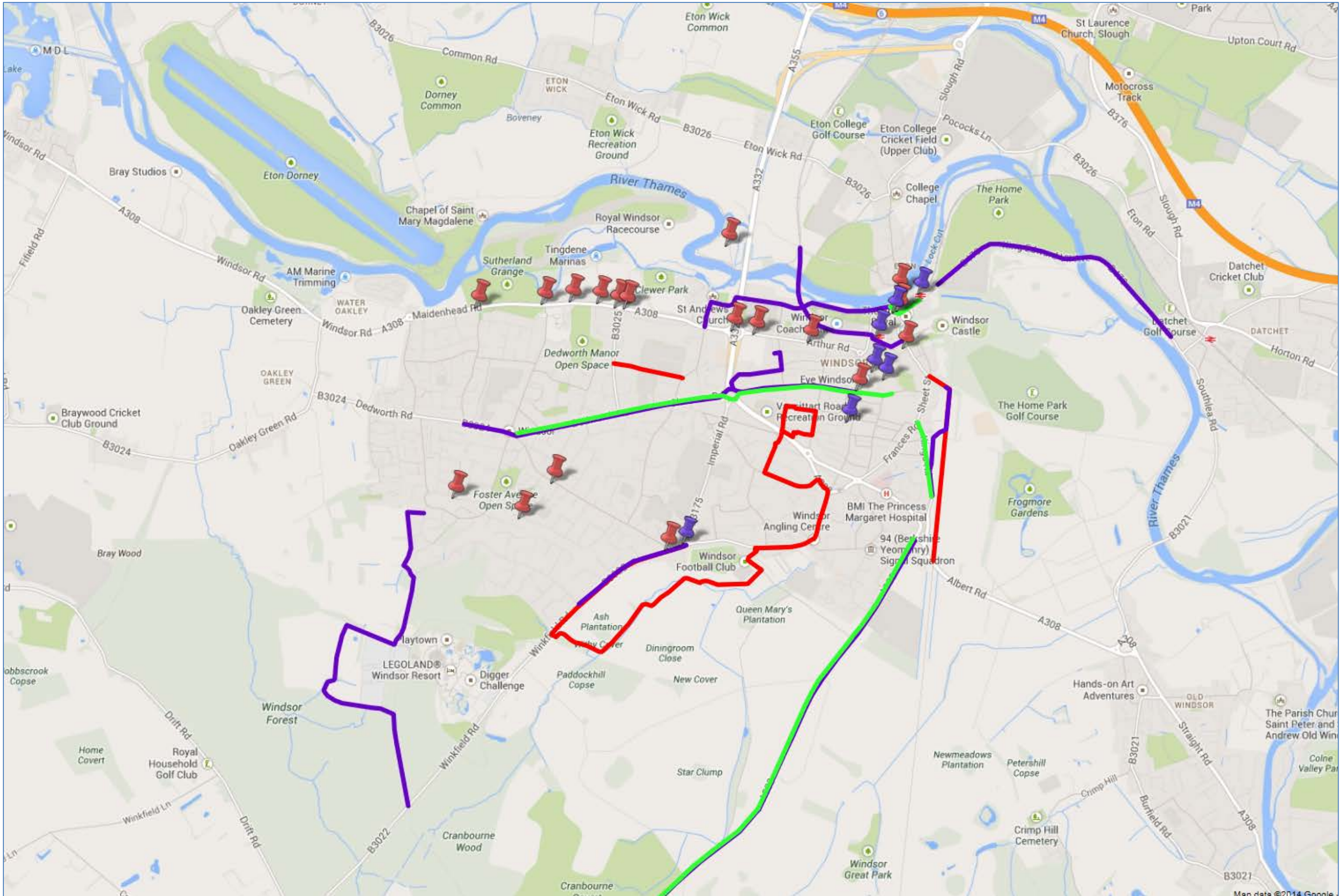


Table 1 Proposals:























-  **Long Walk**
Permit cycling on the Long Walk (NB: The Long Walk is under the control of Crown Estate)
-  **Town Centre to South Windsor**
Need efficient links from Vansittart Road underpass to Trinity Place. Areas with heavy parking could have cycle lanes in the middle of the road (e.g. Springfield Road).
-  **Route Via Stag Meadow**
Circular recreational route along Winkfield Road, through Stag Meadow to St Leonard's Road
-  **Shirley Avenue to Parsonage Lane**
Route passes through school grounds
-  **Wyatt Road / Poolmans Road**
Convert existing path to shared use
-  **Camm Avenue / Perrycroft**
Convert existing path to shared use
-  **Clewer Hill Road**
Convert existing zebra to toucan crossing
-  **Winkfield Road / Clewer Hill Road**
Better signage to alert drivers to cycle / pedestrian refuges
-  **Peascod Street**
Cycle parking at top of Peascod Street
-  **Peascod Street**
Cycle parking at bottom of Peascod Street
-  **Windsor Boys School**
Priority needed for cyclists at Stovell Road traffic lights
-  **Maidenhead Road Roundabout**
Need provision for cyclists - improve visibility.
-  **Arthur Road**
Need cycle lane away from kerbside at parked cars on Arthur Road.
-  **Thames Avenue**
Need a safe cycle route between the promenade and Windsor Bridge
-  **Windsor Bridge**
Need segregated cycle route across Windsor Bridge (ideally in middle)
-  **Link to Eton Wick**
Upgrade surface
-  **Racecourse Access**
Set back give way to give cyclists priority
-  **Marina Access**
Set back give way to give cyclists priority
-  **Centrica**
Set back give way to give cyclists priority
-  **A308 Vale Road**
Refuge to help cyclists cross the A308
-  **A308 / Smith's Lane**
Refuge to help cyclists cross the A308
-  **A308 / Gallys Road**
Refuge to help cyclists cross the A308

Table 2 Proposals:





















-  **Dedworth Road / Clarence Road**
Top priority for Table 2. Cycle route from Dedworth to town centre.
-  **Windsor to Ascot**
Priority 2 for Table 2. Route via A332 and / or keep Great Park open later in Winter.
-  **Railway Viaduct**
Priority 3 for Table 2. Utilise disused track bed to provide an alternative crossing of The Thames as part of high quality link between Windsor and Slough town centres.
-  **Link to Windsor Boys School**
Formalise existing route used by pupils.
-  **Clewer Village to Town Centre**
Need better signage of route.
-  **Windsor to Datchet**
Link via King Edward VII Avenue
-  **Long Walk**
Links the existing cycle route from Old Windsor to the town centre.
-  **West Windsor to Cranbourne Lodge**
Utilise the existing bridleway to Government Lodge. Will need permission from Crown Estate, since there is not public right of way to Winkfield Road.
-  **Winkfield Road**
Improve the existing cycle route.
-  **St Leonard's Road / Imperial Road**
Priority 4 for Table 2 - improve junction for cyclists
-  **Windsor and Eton Riverside Station**
More cycle parking required.
-  **Windsor and Eton Central Station**
More cycle parking required.
-  **River Street Car Park**
More cycle parking required.
-  **Peascod Street**
More cycle parking required.
-  **Windsor Library**
More cycle parking required.
-  **East Berks College**
More cycle parking required.

Table 3 Proposals:

-  **East-West Cycle Route**
Need cycle lanes on Dedworth Road, provision for cyclists at Clarence Road roundabout, and 20 mph on Clarence Road / Victoria Street.
-  **King's Road**
20mph speed limit.
-  **Windsor to Ascot Cycle Route**
Cycle lanes along A332.
-  **River Street / Thames Avenue**
20 mph speed limit.