

ITEM: 07 DEDWORTH ROAD STUDY

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1. Purpose of the Report

- 1.1 To report the interim findings from a feasibility study to look at whether it is possible to incorporate cycle facilities on Dedworth Road in Windsor.**

2. Supporting Information**Background**

- 2.1 On 18th December, a workshop was held in Windsor with members of the Cycle Forum, local stakeholder groups and local residents 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.
- 2.3 Participants were asked for ideas about new cycling infrastructure and to show these on another map. The results are shown in Appendix 1. Participants were asked to come up with a range of proposals ranging from modest, low-cost measures through to flagship schemes.
- 2.4 Those present at the workshop agreed that improving east-west links through Windsor was the top priority, including a study of Dedworth Road to review parking, pedestrian and cyclist facilities.

Analysis

- 2.5 Previously, the Cycle Forum has indicated that new cycle routes should seek to emulate Dutch best practice, with segregated cycle lanes where possible. This approach ensures that there is minimal conflict between cyclists, motor vehicles and pedestrians and thus maximises the safety and attractiveness of cycling as a mode of transport.
- 2.6 Appendix 2 shows a typical example of this type of layout on Gronningerstraat in Assen. This road was chosen because it has many similarities with Dedworth Road:
- It is a distributor road for a residential area with numerous junctions
 - It is used to access local primary and secondary schools
 - It serves a local supermarket
 - It connects directly to the town centre
 - It runs parallel to a main inter-urban road
 - There is residential development frontage with a mix of on and off-road parking
- 2.7 The road has been designed with the following layout:
- 1.8m wide footways (with 45° kerbs)
 - 2.5m wide cycle lanes

- 0.8m wide segregation strip with street lighting and planting
- 5.8m central carriageway with no central markings or right-turn lanes
- 2.4m wide parking bays interspersed with planting

2.8 The total width needed to implement this layout is around 17.6m.

2.9 In contrast to Gronningerstraat, which is pretty uniform along its length, Dedworth Road varies significantly in terms of road width, character and uses. For this reason, it was decided to consider Dedworth Road in sections, starting at Tinkers Lane.

2.10 Ruddlesway to Gallys Road

- This section is a mix of residential and commercial development, which includes the Tesco superstore and mixed commercial uses around the White Horse Road Junction.
- The speed limit is 30mph.
- There are mini-roundabouts at Ruddlesway and Gallys Road and right turn lanes at White Horse Road and Tesco car park entrance.
- There are full width speed humps at regular intervals, which are used as informal crossing points for pedestrians.
- There is some on-street parking at Helen Cottages to the east of Tinkers Lane - otherwise most properties have off-street parking with double yellow lines.
- The width varies from around 12.6m east of Tinkers Lane to nearly 15m around the entrance to Tesco's car park. This is not sufficient to be able to implement segregated cycle lanes.
- The best provision for cyclists that could be achieved within the existing highway boundary would be 1.5m unsegregated cycle lanes with a 5.8m carriageway and 1.9m footways. This is a sub-optimal solution that does not give sufficient space for cycling and results in footways below the minimum recommended width of 2m.

2.11 Gallys Road to Smiths Lane

- Again, there is a mix of residential and small-scale commercial development.
- The speed limit is 30mph.
- There is a roundabout at the Smith's Lane junction.
- There are full-width speed humps at regular intervals, which are used as informal crossing points. There is a signal-controlled crossing at the eastern end.
- Some on-street parking is available in the vicinity of the shops and post office, but all properties have off-road parking available.
- The width is fairly consistent at about 13m. This is not sufficient to be able to implement segregated cycle lanes.
- The best provision for cyclists that could be achieved within the existing highway boundary would be 1.5m unsegregated cycle lanes with a 6.0m carriageway and 2.0m footways. This is a sub-optimal solution that does not give sufficient space for cycling.

2.12 Smith's Lane to Greenacre

- This section is a mix of residential and commercial development, which includes a parade of shops with informal echelon parking and a petrol station.
- The speed limit is 30mph.
- There is a roundabout at the Clewer Hill Road junction and dedicated right turn lanes at the Manor Road and Greenacre junctions.

- There are no speed humps on this section of Dedworth Road, but there is central hatching throughout its length.
- Parking is permitted along the southern side. Most of the residential properties have off-road parking.
- Dedworth Road is around 14.8m wide at this point.
- If parking is to be retained on the south side, then the best that could be achieved would be a 1.5m wide cycle lane on the north side and a 3.2m wide shared path on the south side, which would keep cyclists outside the parked vehicles. This would result in the loss of the central hatching and right turn lane.

2.13 Greenacre to Kenton's Lane

- Apart from a parade of shops at Greenacre, this section is mostly residential.
- The speed limit is 30mph.
- There is a right turn lane at Stuart Way and a mini-roundabout at Kentons Lane.
- There are no speed humps on this section, but there is central hatching throughout its length.
- There is formal echelon parking outside the parade of shops and parallel parking on the south side between Stuart Way and Kentons Lane.
- Dedworth Road is around 15.3m wide along this section.
- If parking is to be retained on the south side, then the best that could be achieved would be a 1.5m wide cycle lane on the north side and a 3.2m wide shared path on the south side, which would keep cyclists outside the parked vehicles. Under this layout, the echelon parking would have to change to parallel parking. The scheme would result in the loss of central hatching and right turn lane.

2.14 Kentons Lane to Vale Road

- This section of Dedworth Road is mostly residential in character with some commercial development at the Vale Road end.
- The speed limit is 30mph.
- There are full width speed humps on this section with a pelican crossing at the eastern end.
- Most of the properties have off-road parking, although residents of the flatted development prefer to park on the service road in front of their property rather than use the allocated parking to the rear.
- On-street parking is permitted throughout, with the exception of a short stretch on the north side on the approach to the crossing. There is a parking / loading bay opposite Vale Road.
- Dedworth Road is around 14.8m wide at this point.
- If on-street parking were to be prohibited then 2.0m segregated cycle lanes could be achieved. These would be narrower than the ideal 2.5m, making overtaking within the cycle lanes more difficult. Alternatively, 2.5m wide cycle lanes could be provided.

2.15 Vale Road to Parsonage Lane

- There is a mixture of residential and commercial development frontage. There is also Clewer Memorial Park on the north side and care homes for the elderly on the south side.
- The speed limit is 30 mph.
- There are no speed humps on this section of Dedworth Road.
- Most of the residential properties on the north side do not have off-road parking.

- There is informal echelon parking on the south side outside the shops and parking parallel to the kerb on the north side between Clewer Memorial Recreation Ground and the approach to the Parsonage Lane junction.
- Dedworth Road narrows to the east of Clewer Memorial Recreation Ground where the overall width is around 13.1m. The footway on the south side is already a sub-standard width at 1.5m.
- There is insufficient width available to provide any kind of cycle facilities in this location if the existing car parking is retained.

3. Conclusions

- 3.1 Dedworth Road varies in terms of character, usage and layout along its length. Some sections are traffic calmed, while others are not. Some sections have on-street parking, while others have parking restrictions in place.
- 3.2 Overall widths vary from less than 13m to just over 15m. This is some way below the 17.6m that is required to deliver the ideal layout seen in the Netherlands. Lower standards of provision could be achieved along some sections, but these would fall well short of the ideal standard.
- 3.3 It would not be possible to achieve a continuous cycle route along the whole of Dedworth Road, within the constraints of the current highway boundary. In particular, the section between Vale Road and Parsonage Lane is too narrow for cycle facilities of any kind to be provided alongside residential parking. A discontinuous cycle route would confer little benefit to cyclists.

4. Recommendation

4.1 It is recommended that members of the Cycle Forum:

- **note the contents of the report**
- **consider whether alternative solutions should be investigated.**