

ITEM: CYCLE ROUTE - A329 HIGH STREET, ASCOT

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 provides an update on the proposed cycle route along the A329 Ascot High Street.

2. Supporting Information**Background**

- 2.1 The Ascot and Sunnings Neighbourhood Plan has identified a number of proposed cycle routes for the south of the Borough. These are intended to link the various settlements in the area with key destinations for employment, retail, education and recreation.
- 2.2 One of the priorities was to extend the existing cycle route along the A329 towards Ascot Town Centre. The current route terminates just to the east of the Heatherwood roundabout. The aim is to link to the town centre and then on to Windsor Great Park via Ascot Racecourse, New Mile Ride and Watersplash Lane. This would then achieve a continuous route between Bracknell and Windsor, albeit with constraints imposed by the Crown Estate in terms of closing the park to cyclists after dark.
- 2.3 The Neighbourhood Plan proposal is to continue the shared use footway / cycleway along the northern side of the A329 past Ascot Racecourse, then divert through the service road that runs parallel to the High Street through the racecourse.
- 2.4 The footway is very wide (at least 4m) for most of its length. Given that the number of pedestrians and cyclists using the route is low, an unsegregated footway / cycleway is considered to be appropriate for the majority of the route.
- 2.5 Ascot Racecourse has previously expressed concern about potential for conflict between cyclists and racecourse visitors. The cycle route would be suspended during race days due to the number of people using the facility, but there are other smaller events throughout the year such as conferences, which means that there can still be significant numbers of people entering and leaving the racecourses. The scheme has therefore been designed to incorporate white line segregation for the section in front of the racecourse reception building, with cyclists directed towards the front of the path.
- 2.6 The footway tapers past the racecourse reception building and towards the Station Hill junction to the extent that it drops below the minimum width recommended for a segregated shared use path.
- 2.7 The route passes the entrances to the Ascot Durning Library and the Ascot Pavilion (see Photo 1). Pedestrians existing from these buildings would step onto the shared use path completely unsighted, thus creating a risk of conflict between pedestrians and cyclists.
- 2.8 This section of the path has a number of obstructions, including a bus shelter, litter bin, street sign, lamp column (see Photo 2). These serve to create pinch points along the route, which have the potential to create conflict between cyclists, pedestrians and bus users.



Photo 1: Entrances to Ascot Durning Library & Ascot Pavilion

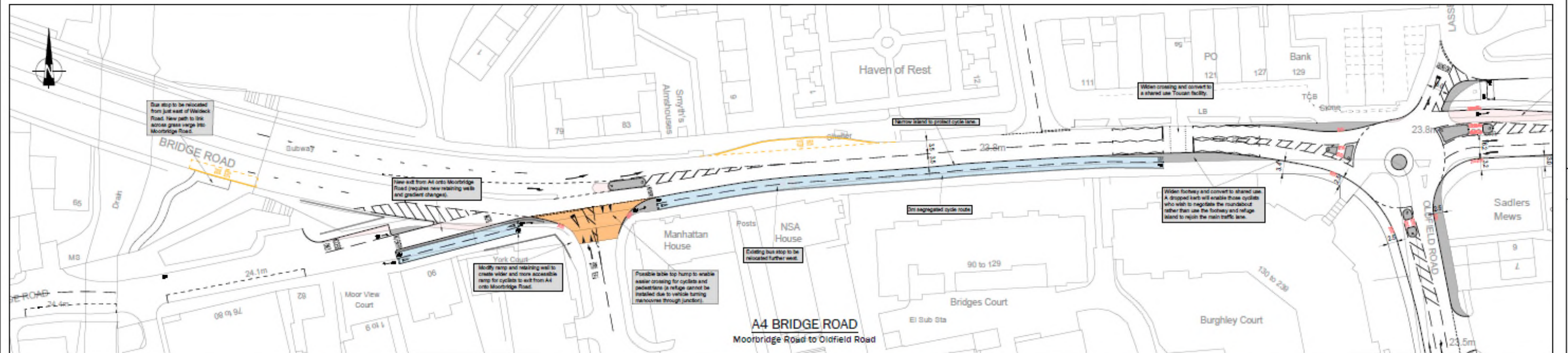
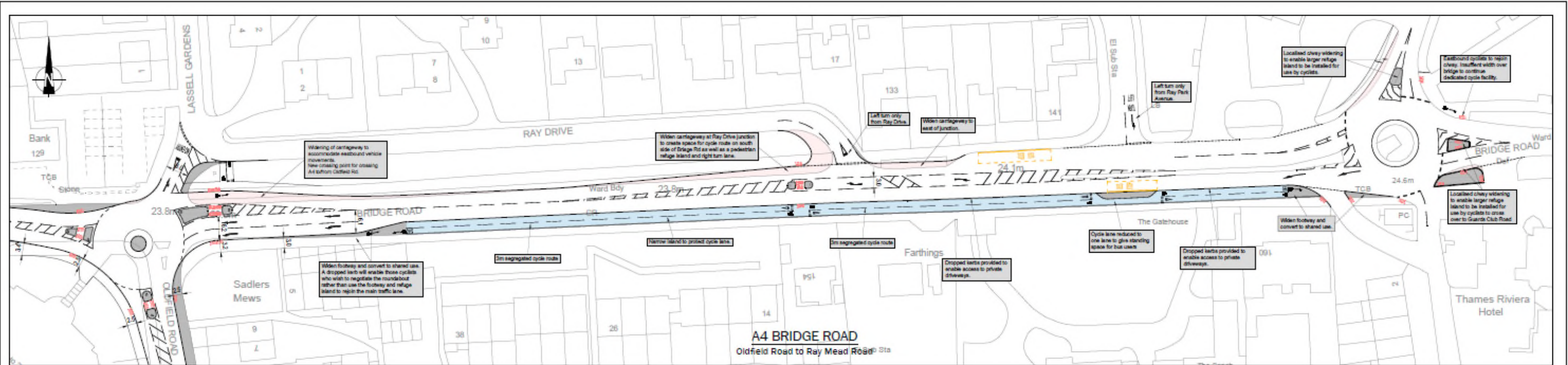


Photo 2: Street Furniture Outside Ascot Pavilion

- 2.9 Following consultation and site meetings with Cllr Hilton (local ward member) and Miles Gripton (Ascot and Sunnings Neighbourhood Plan Group), two options are being considered.
- 2.10 Option 1 is the preferred option and would involve relocation of the street furniture to the rear of the footway, with planters to protect the entrances to the library and pavilion. Give way markings would be installed either side of the bus stop in order to prevent conflict at this pinch point. It is proposed that cyclists could access the racecourse service road via the gates to the east of the bus stop, subject to the agreement of Ascot Racecourse. This is being subjected to a safety audit before deciding whether to progress to the consultation stage.
- 2.11 Option 2 would involve terminating the route to the east of the pedestrian crossing, with cyclists returning to the carriageway at this point. The crossing would be converted to a Toucan Crossing to enable westbound cyclists to access the shared use path with a short 'jug handle' on the south side. This option is not favoured, since it would not give cyclists any protection or priority through the Station Hill junction. However, it could be a fall-back option in the event that Option 1 cannot be progressed.
- 2.12 Copies of the scheme drawings for both options will be made available at the meeting for inspection.

3. Recommendation

- 3.1 It is recommended that members of the Cycle Forum note progress with the scheme and support the approach outlined in the report.**




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 PDB
Mark	Revision	Drawn	Date
		Checked	

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, 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		 <p>Offices throughout the UK and Europe www.peterbrett.com © Peter Brett Associates LLP READING Tel: 0118 950 0765</p>
THE ROYAL BOROUGH OF WINDSOR AND MAIDENHEAD		
Date of 1st issue	Drawn by	
10.12.13	REM	
A1 Scale	Checked by	
1:500	AR	
Drawing Number		Revision
29524/001/02		A