

# LOCAL ACCESS FORUM

MONDAY, 5TH JULY, 2021

At 6.15 pm

by

VIRTUAL MEETING - ONLINE ACCESS ON [RBWM YOUTUBE](#)

## SUPPLEMENTARY AGENDA

### PART I

<u>ITEM</u>	<u>SUBJECT</u>	<u>PAGE NO</u>
6.	<u>ST CLOUD'S WAY DEVELOPMENT PLANNING CONSULTATION</u>	3 - 20

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# Saint-Cloud Way - Maidenhead

Missing Links and SCW Crossing

June 2021





# Missing Links Wider Strategy

## Maidenhead Missing Links Appendix C: Design Options

### Missing Links Business Case – Nov 2018

2.3.11 One of the aims: To ensure that cycling facilities are designed and built in accordance with (and where appropriate exceed) standards specified in national guidance and best practice;

2.13.4 This suggests that cycling levels in Maidenhead are being suppressed and that there is potential to significantly increase cycling activity. This can be achieved by improving existing facilities to better cater for shared use, and providing links between existing facilities, existing residential areas and local centres, proposed developments (including St Cloud Way and West Street) and the town centre. It was considered particularly important to provide safer routes avoiding main roads such as the B4447 and A4 to link with the town centre.

5.1.2 Connect to the proposed pedestrian / cycle route through the St Clouds Way development site;

6.3.2 Although the project will ultimately integrate with the St Cloud’s Way development, it is not dependent upon it (?) and can be progressed independently, however, the Toucan crossing on the B4447 may be dependent on the closure of the exit to the Magnet Leisure Centre on the B4447.

### Missing Links Option Assessment Report - Oct 2018

Section F, Saint Cloud Way Development - Details of development to be finalised, it is anticipated a shared use Boulevard will be provided to provide access to B4447 (\* Cookham Road)

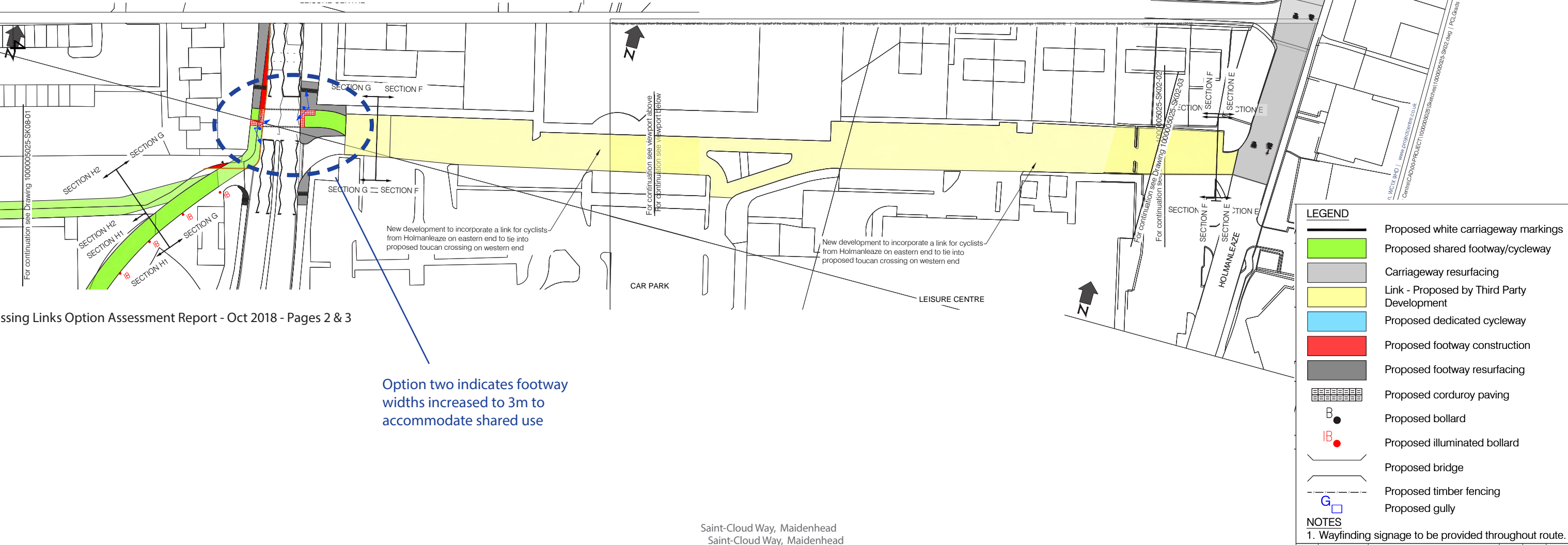
Section G Option 2 - Relocate pelican crossing and upgrade to a Toucan crossing to improve desire line for cyclists. Increase footway width to 3m to accommodate shared use.

Section E Option 2 - Increase width of existing facility to 4m to accommodate shared use.

#### Melvin Andrews Email 29/04/21

“I’m advised that 3.5m would be the minimum width required for the shared cycle/ped route across the estate”

Option two indicates footway widths increased to 4m to accommodate shared use



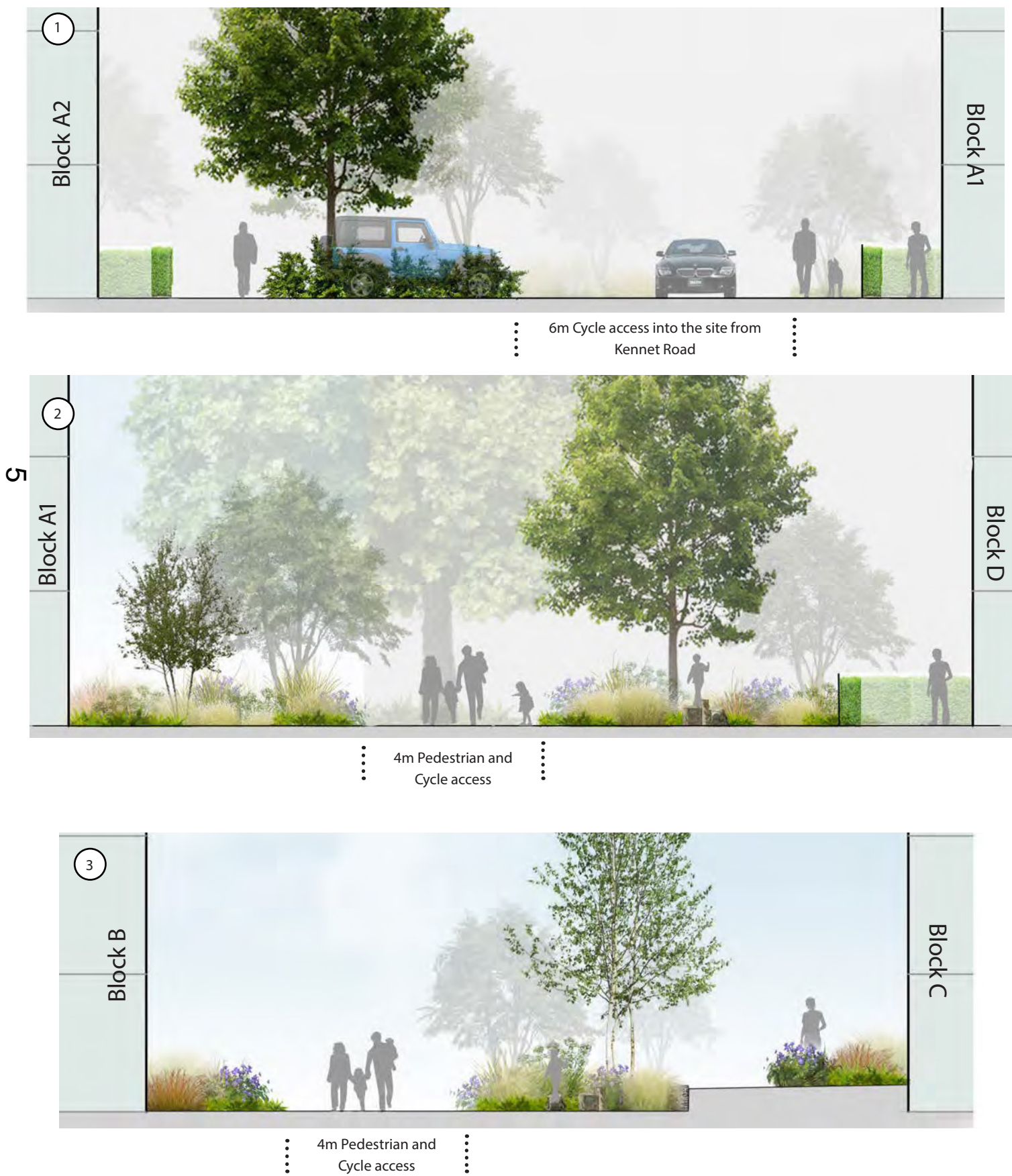
Missing Links Option Assessment Report - Oct 2018 - Pages 2 & 3

Option two indicates footway widths increased to 3m to accommodate shared use



# Submitted Masterplan Strategy

## Cycle Parking and Route



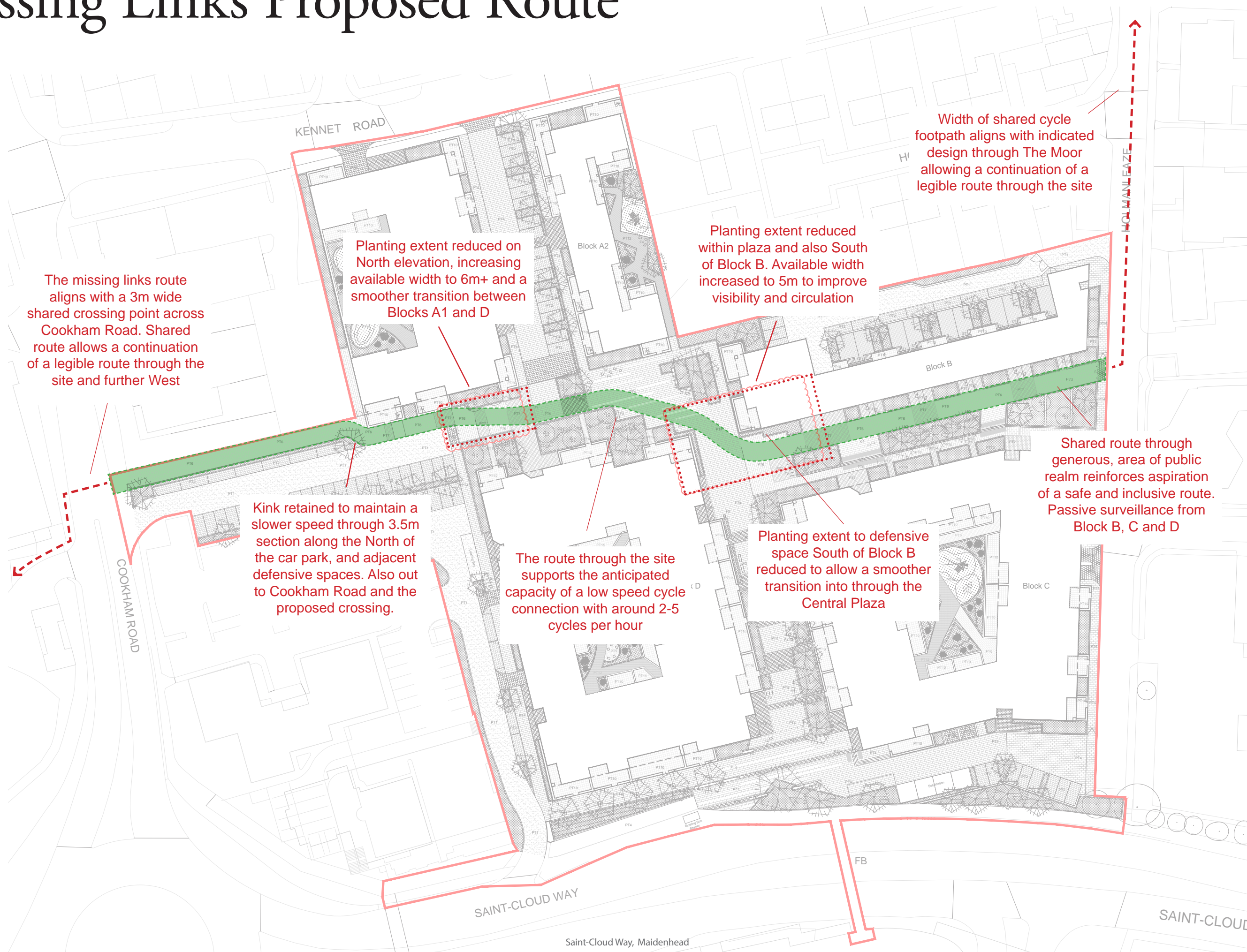
- Bike Store
- Potential Bike Racks
- Proposed Cycle Route

A new cycle link between Kidwell's Park and the Moor has been incorporated into the scheme. Each residential core is provided with separate secure covered cycle storage. Visitor cycle storage is provided within the public realm.



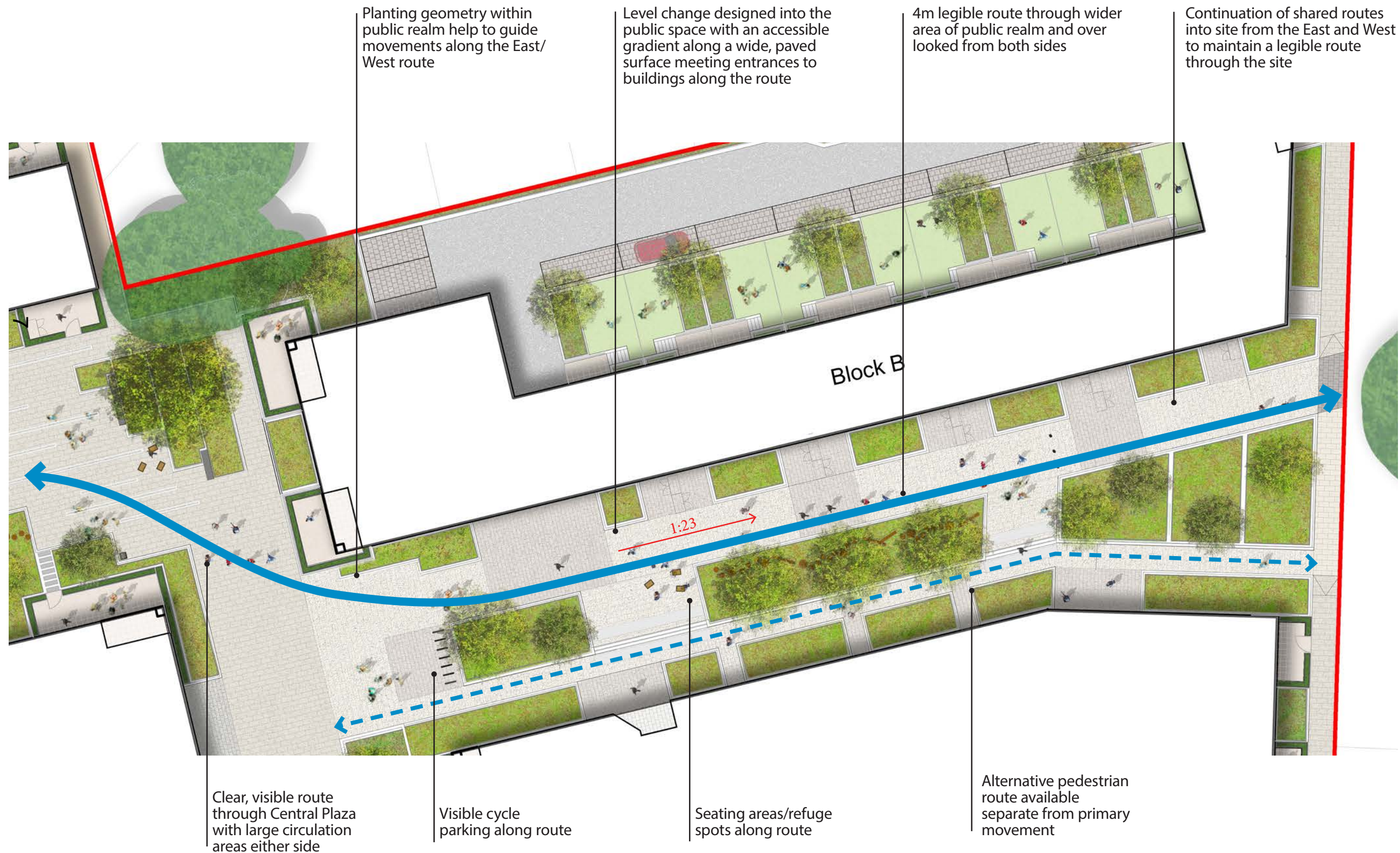
# Missing Links Proposed Route

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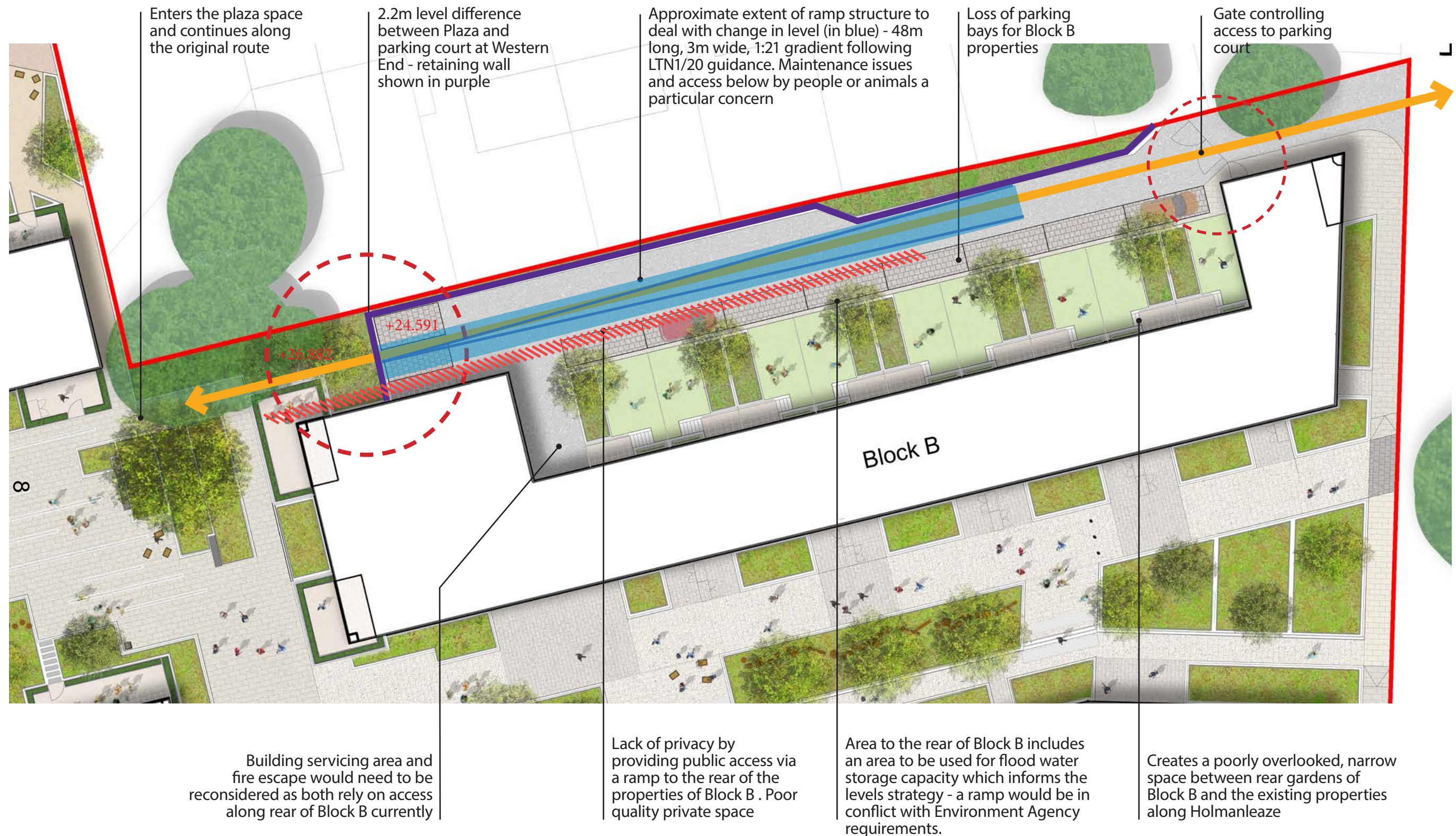


# Block B Route Analysis - Proposed Route





# Block B Route Analysis - Option Discounted

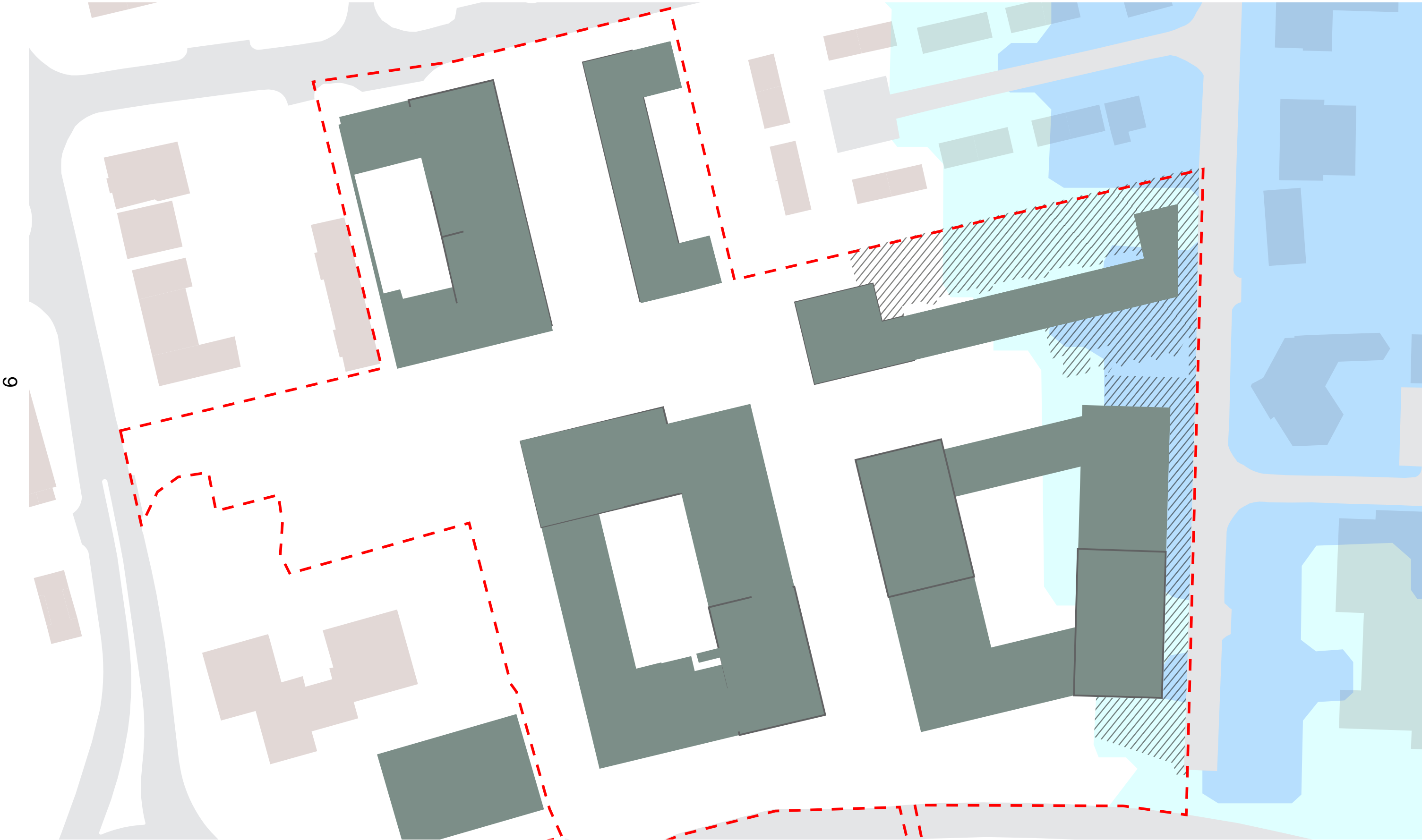




# Flood Compensation

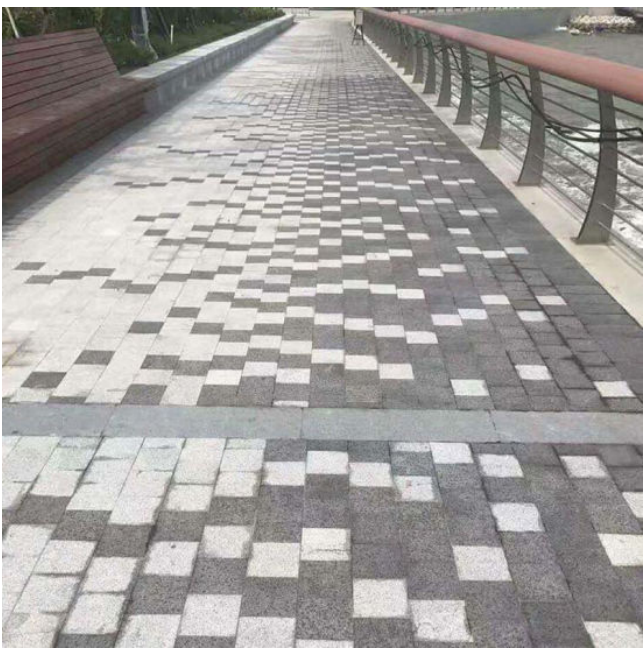
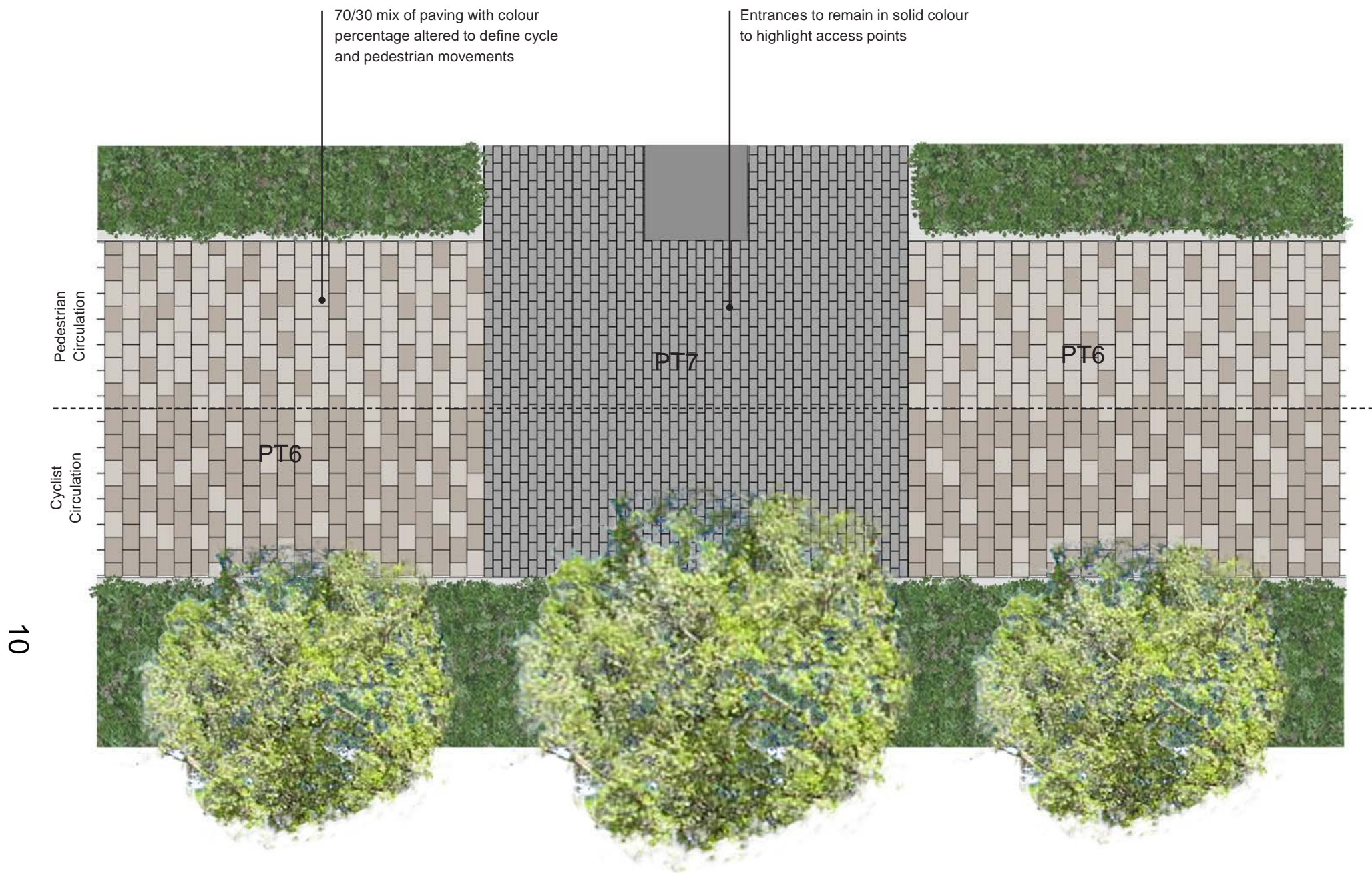
Flooding – The site is within flood zones 2 and 3. In these areas the finished floor levels of all habitable spaces is raised to above the flood level. Flood compensation is provided to alleviate risk of the development causing flooding in areas previously unaffected by flood water.

- Flood Zone 3
- Flood Zone 2
- Flood Compensation Zone < 24.74m AMSL





# Missing Links Proposed Route



Paving precedents highlighting graded definition of movement routes through paving treatments in public realm spaces



**PT6** Block Paving  
Colour: Light Grey(60%),  
Light Cream (40%)  
300x200mm,  
staggered bond  
Textured concrete block



**PT7** Block Paving  
Colour: Mid Grey  
200x100mm,  
staggered bond,  
Textured concrete block



Share with care signage along route  
- *Sustrans design manual*



# Missing Links Summary

## Route to the Rear of Block B

- Separate from primary movement route through site for Eastern section
- Slightly straighter route through the site on Eastern section
- Enters site further North, slightly shorter travel distance along Holmanleaze
- Large level difference between plaza and rear of Block B
- Levels strategy driven by flood compensation area - limited options elsewhere on site
- Back of house route and limited surveillance may deter users, particularly alone and late at night. Public route would be more inviting
- Encourages public access to rear of Block B units increasing security risk
- Current parking strategy and vehicle movements conflict with route
- Less visibility on exit to Holmanleaze
- ➡ Less attractive route between rear gardens of Holmanleaze close and Block B
- Ramp required to overcome level change would need to be 48m long at a gradient of 1:21 following LTN1/20 guidance on cycle routes.
- Maintenance issues with ramp and creates poor quality, overlooked private spaces to the rear of Block B

## Current Proposal

- Route runs through generous area of quality public realm which are wide, lit and open. Straighter and more public than other areas of the route.
- Overlooked on both sides of the street
- Alternative secondary routes for pedestrians available
- Continuation of shared route into the site from East and West to strengthen legibility through site
- Rest points and cycle stands along route through the site
- Shared route encourages cyclists and pedestrians to be aware of their surroundings/environment
- Discourages territorial behaviour between cyclists and pedestrians
- Road safety audit underway to evaluate pedestrian/cyclist safety in shared areas of the site.
- Route is separate from regular vehicle movements
- Shared route encourages cyclists and pedestrians to be aware of their surroundings/environment



Saint-Cloud Way, Maidenhead



# Pedestrian Access to the Town Centre

There are also other improvements that could be made to improve visibility and reduce any perceived safety/security concerns.

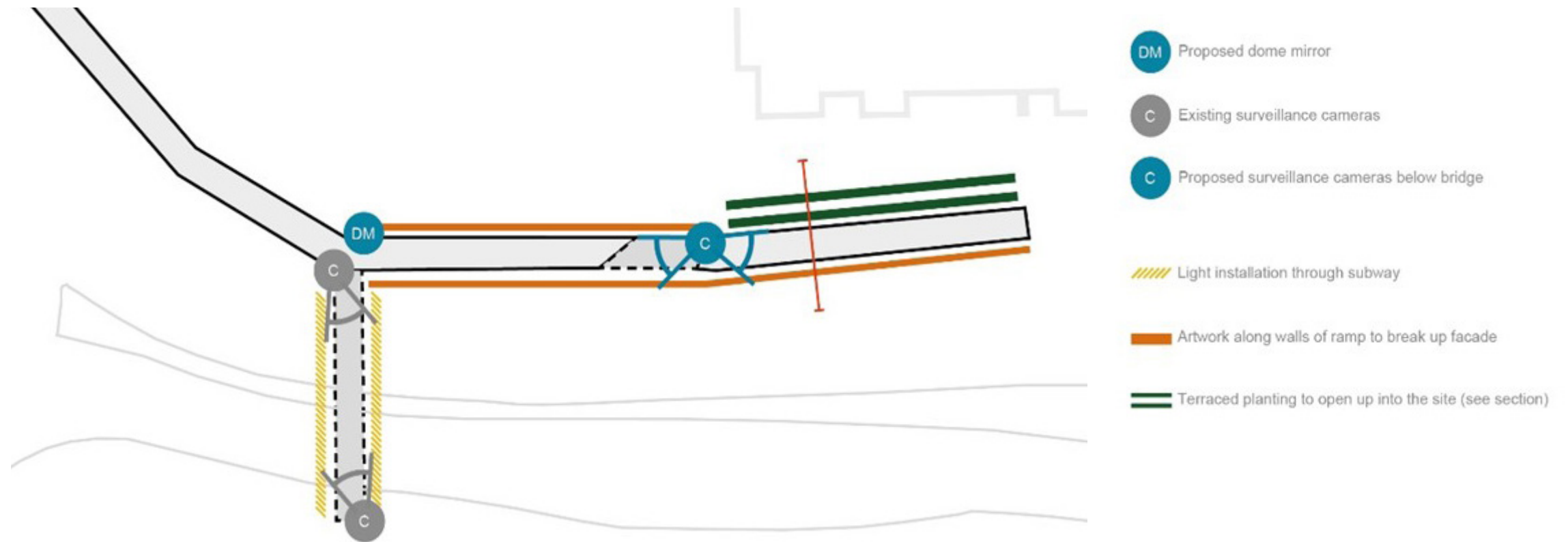
These include:

- New artwork giving a modern uplift to the flank walls of the subway.
- Improvements to the existing subway lighting.
- Improvements to the existing CCTV and additional CCTV signage.
- The introduction of convex 'dome' mirrors at the northern end of the subway.

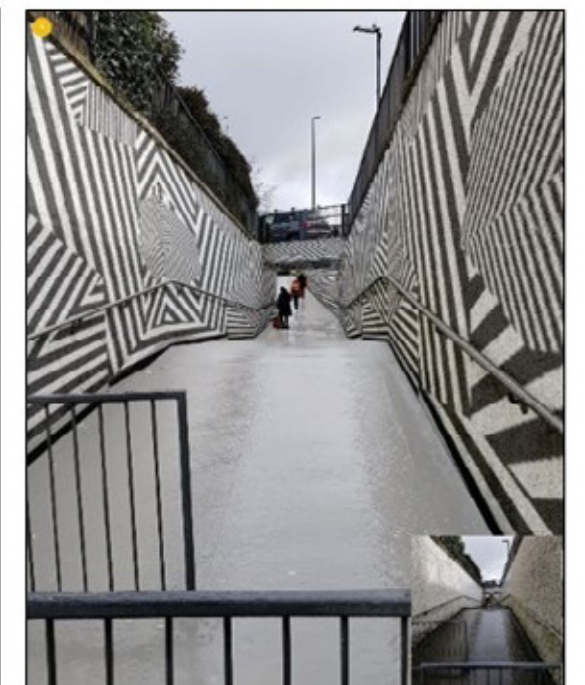
The location of these interventions are indicatively shown in diagram opposite

With the measures proposed by the Saint-Cloud Gate development and the additional interventions described above, it is considered that the pedestrian environment through the subway could be significantly improved and reduce the perceived fear of crime or anti-social behaviour.

It is proposed that any measures to improve the subway be secured via a financial contribution included as part of the accompanying Section 106 Agreement. The size of the contribution should be proportionate to the quantum of development proposed and the anticipated increase in the usage of the subway as a result of the scheme and removal of the existing footbridge.



Lighting installation through subway to create a lighter more inviting space. LED could provide opportunities to create colour changing through seasons or during events





# Saint Cloud Way Crossing

## Future A4 Crossing Opportunities

Following discussions with the RBWM, it has been agreed, in principle, that the proposed Saint Cloud Way Development makes a financial contribution towards the design, assessment and delivery of a new at-grade pedestrian crossing on Saint Cloud Way.

This is a very welcome step forward which will see the applicant and the Council working closely together in order to meet this aim.

### **Saint Cloud Way At-Grade Pedestrian Crossing – Potential**

#### **Location**

At-grade pedestrian crossing locations have been considered and one potential location identified through discussions with RBWM. This would utilise the existing traffic signals that are currently located on the westbound carriageway and allow vehicles to exit the Hines Meadow car park and Sainsbury's servicing yard.

At this location, there is a wide central reservation, and a direct pedestrian connection could be introduced that links the Hines Meadow public car park and Holmanleaze.

To facilitate the at-grade crossing in this location, improvements would be required to the existing pedestrian access points into the Hines Meadow car park which is under RBWM ownership.

It should be noted that due to the narrow footway widths in this area, it would not be possible to provide an at-grade cycle crossing without reducing the width of the Saint Cloud Way carriageway and creating a shared cycle/footway. This would have the potential to impacts on local highway capacity and would need to be assessed in more detail by RBWM if taken forward.

In introducing any new traffic signals or at-grade crossing on Saint Cloud Way, careful consideration needs to be given to the wider impacts the

crossing would have on the highway network, traffic congestion, and air quality.

Any potential impacts will be heavily interlinked with impacts from the proposed Missing Links toucan crossing on the A4 which would be located only circa 300m to the west.

As such, a wider study looking at the combined impacts of the two proposed crossings on the A4 is expected to be taken forward by RBWM.

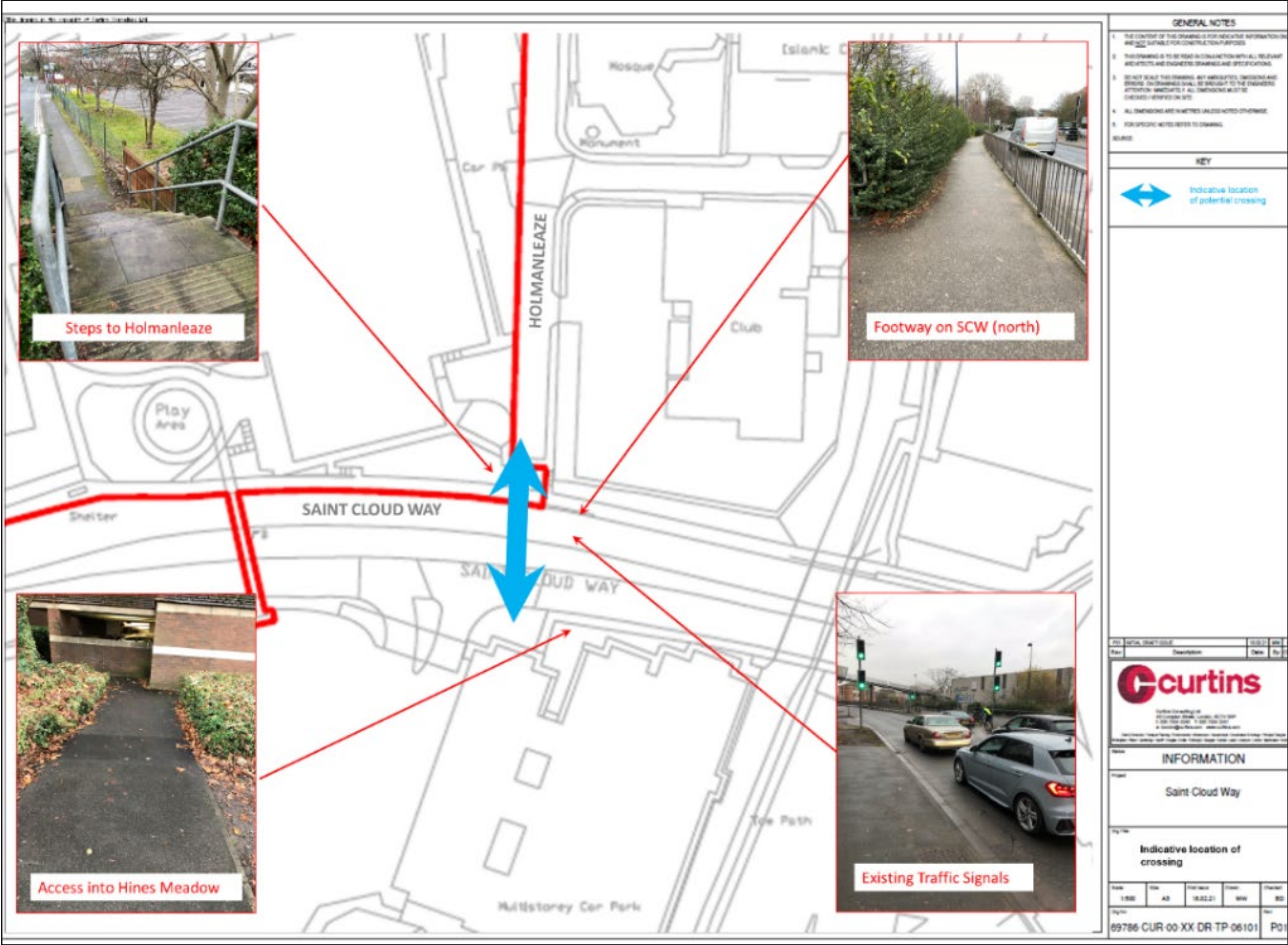
### **Saint Cloud Way Pedestrian Crossing – Summary**

- Location Identified to utilise existing Saint Cloud Way westbound traffic signals.
- Flexibility for staggered or straight crossing.
- Crossing location provides connection directly to Holmanleaze but not the Town Centre.
- Highways impacts to be assessed (Link/Junction capacity and Air Quality).
- Improvements to Hines Meadow car park entrance and perimeter link required (outside of adopted highway boundary).

As with any highway works of this nature there is a need for further technical design and modelling work and it is proposed that this, together with the implementation costs are funded via an appropriate financial contribution.



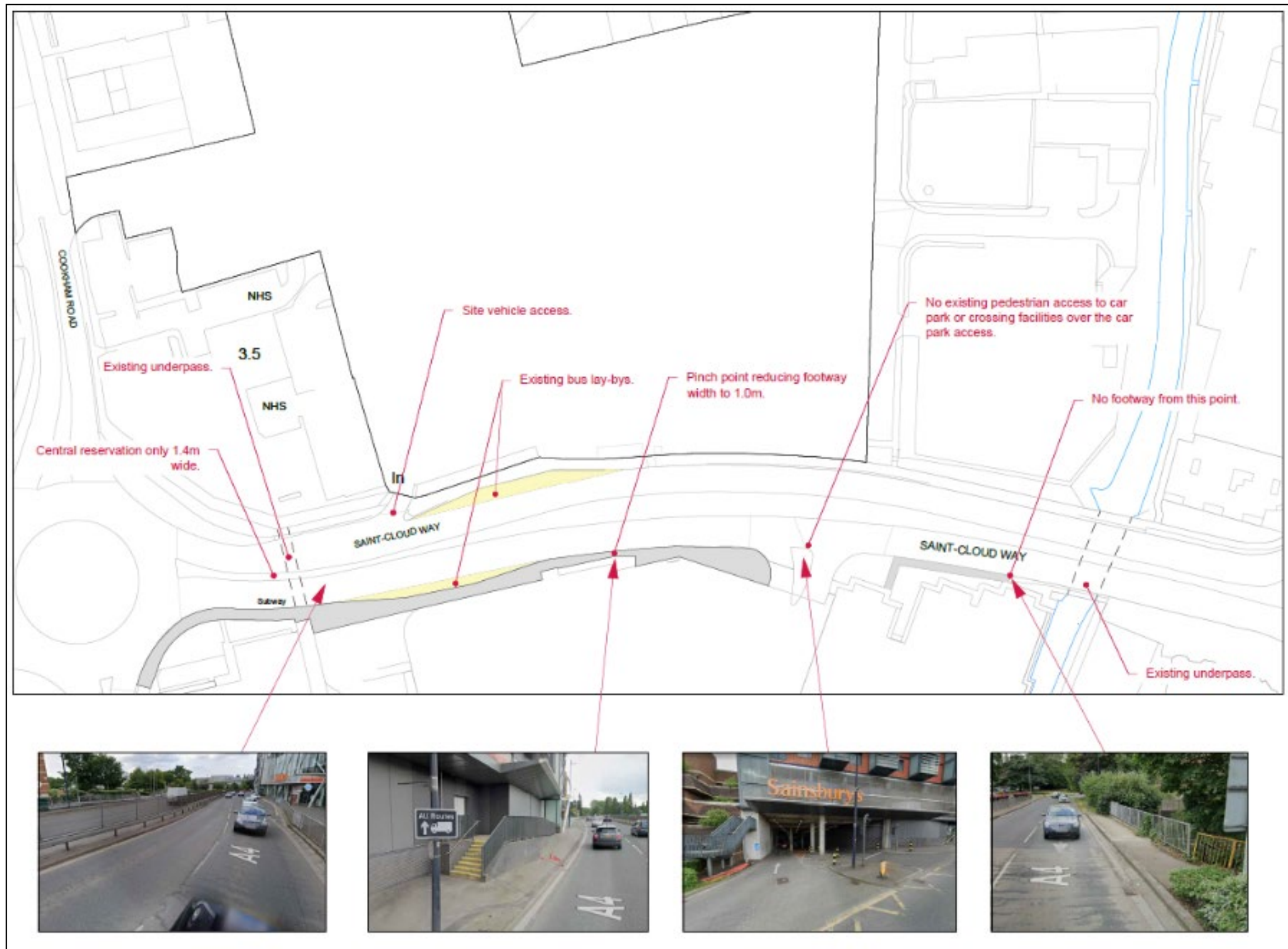
# Saint Cloud Way Indicative Crossing Location





# Saint Cloud Way Crossing Constraints

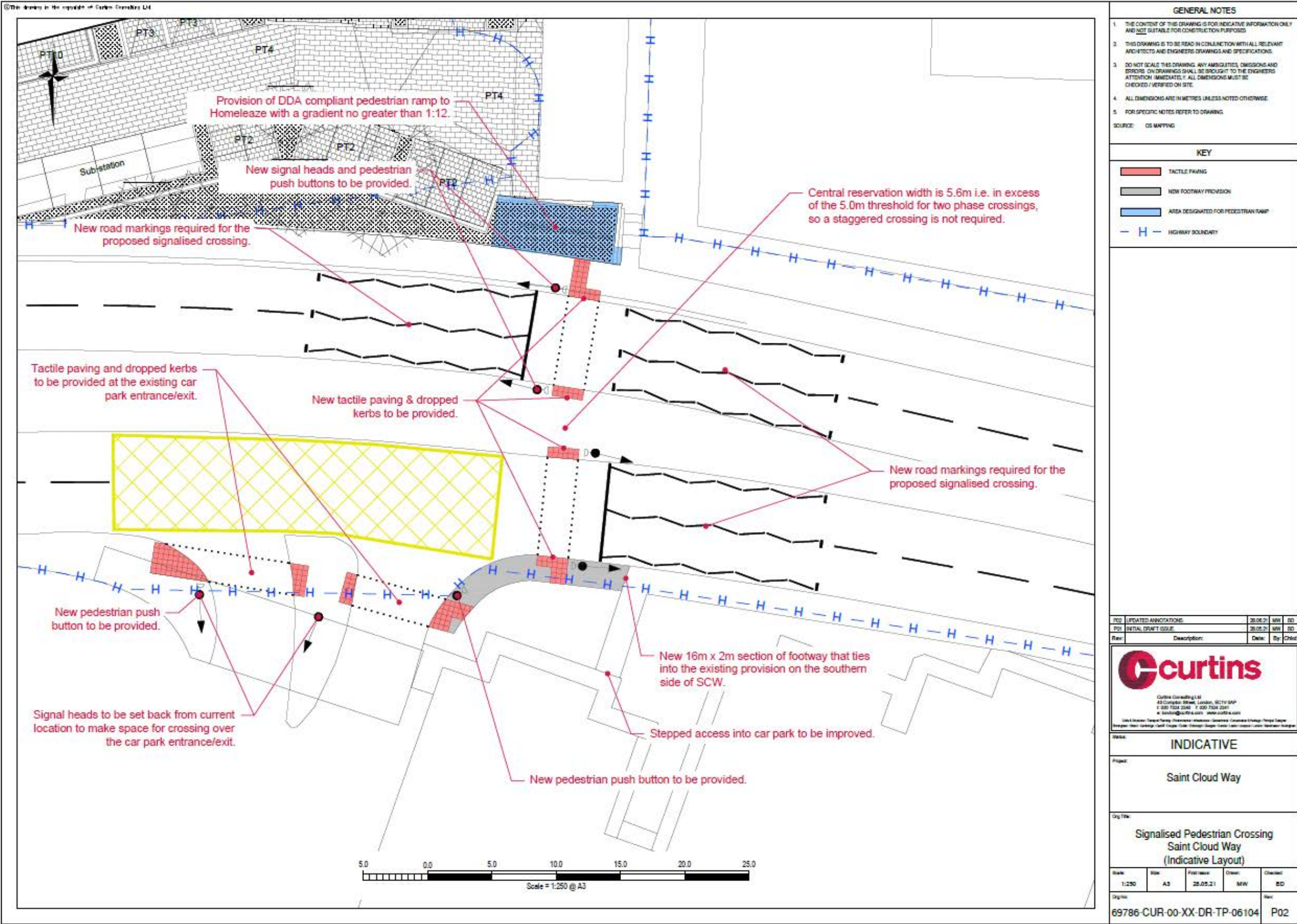
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# Saint Cloud Way Highway Boundary

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# Saint Cloud Way 2012 Image

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# Saint Cloud Way 2012 Image









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