

**LEGEND**

- Existing Road Marking
- Proposed Road Marking (white)
- Proposed Road Marking (yellow)
- Proposed Removal
- ↑ Proposed Sign on New Post
- ↑ Proposed Sign on Existing Lamp Column
- ▨ Proposed Continuous Crossing
- ▨ Proposed Footway
- ▨ Proposed Ramp
- ▨ Proposed Raised Table
- ▨ Proposed Carriageway Resurfacing
- ▨ Proposed Cycle Lane Carriageway Resurfacing (green)
- ▨ Proposed Grass Verge
- Proposed Gully/ Service Cover
- Existing Gully/ Service Cover to be Raised or Relocated
- Buff Tactile Paving
- <sub>BO</sub> Proposed Bollard
- ♣ Proposed Cycle Marking (Dia.1057)

2	11/10/2022	FEASIBILITY	BS	SA	CdR
1	29/09/2022	FEASIBILITY	BS	SA	CdR
0	31/08/2022	FEASIBILITY	BS	SA	CdR
Rev	Date	Description	Drn	Chk	App

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Client

ROYAL BOROUGH OF WINDSOR & MAIDENHEAD  
WWW.RBWM.GOV.UK

Project

STOVELL ROAD AND BARRY AVENUE  
WALKING AND CYCLING DESIGN

Drawing Title

SHEET 1 OF 9  
OPTION 1

Drawing Status

**FEASIBILITY**

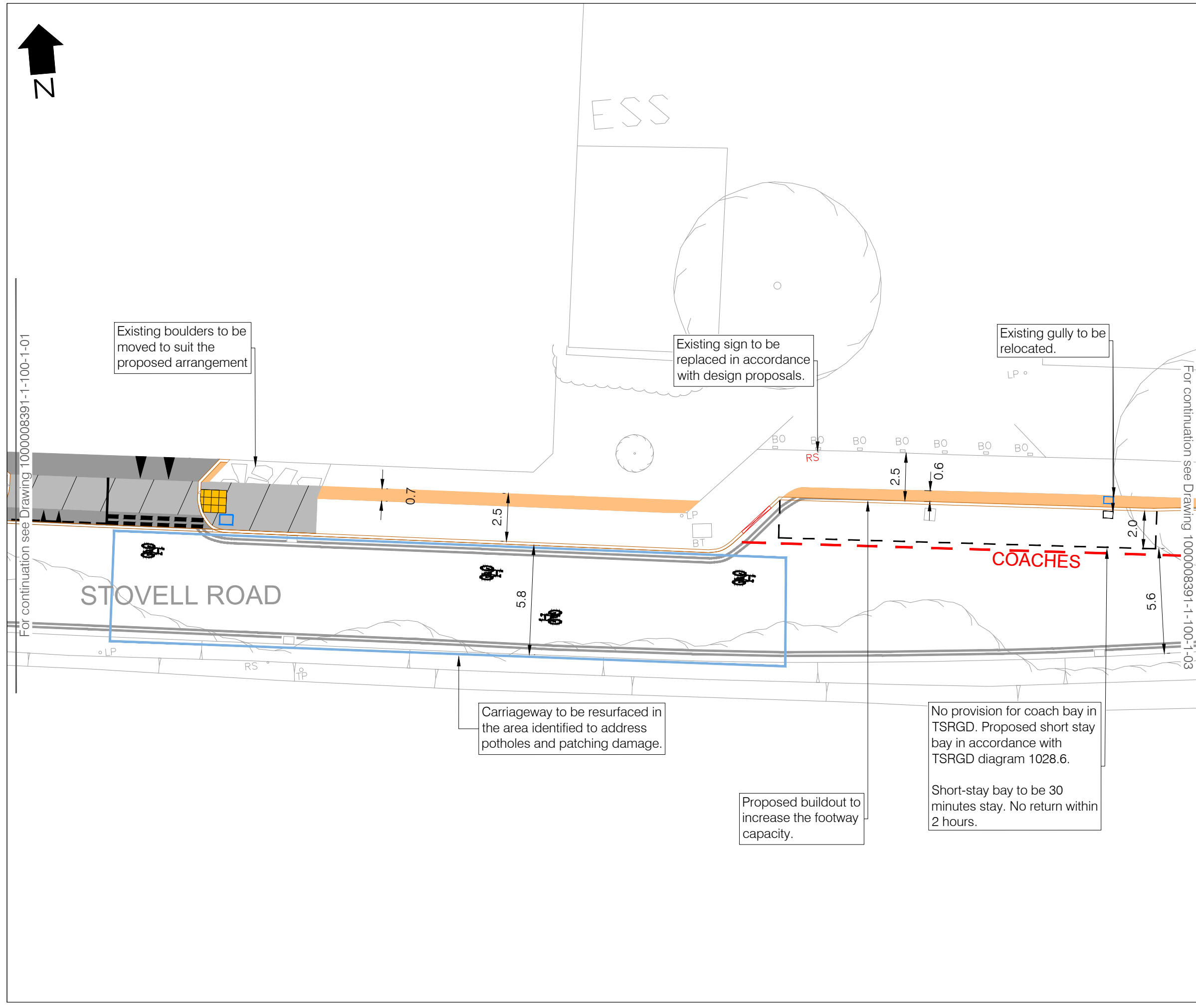
Drawn	Designed	Date	Scale	Size
BS	TS	OCT 2022	1:200	A3

Drawing No.

1000008391-1-100-1-01

Rev

2



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STOVELL ROAD AND BARRY AVENUE  
WALKING AND CYCLING DESIGN

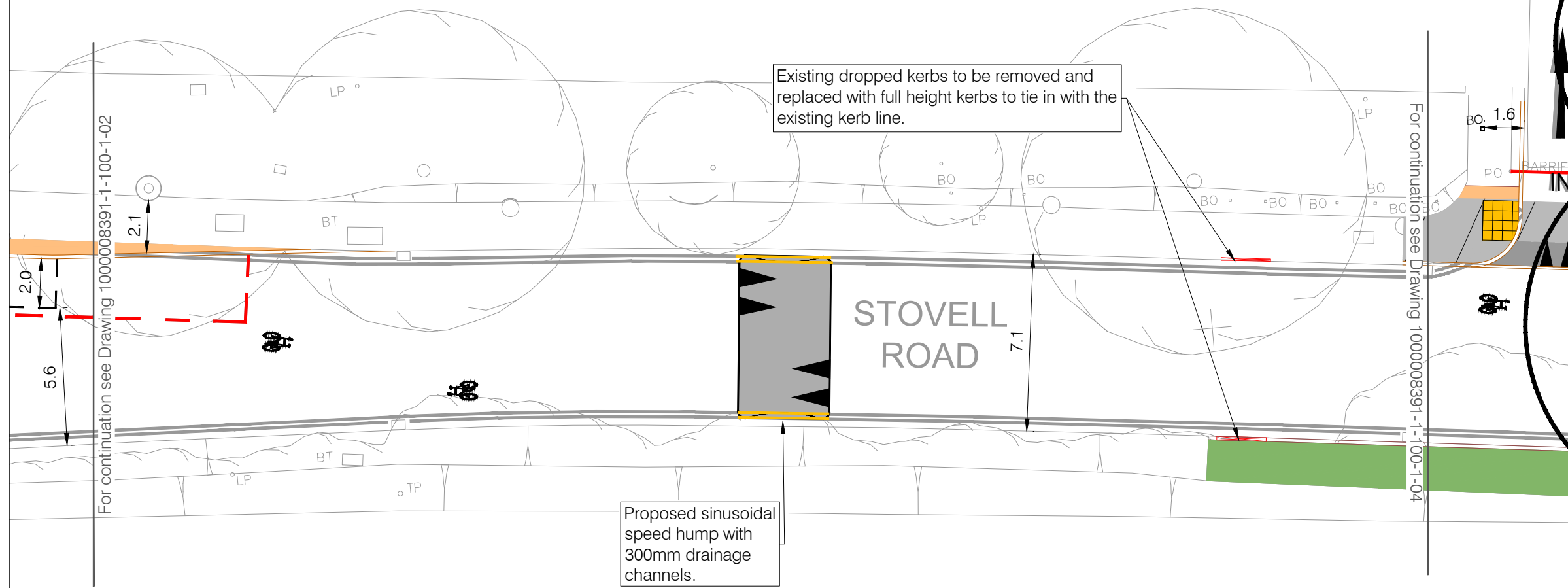
Drawing Title

SHEET 2 OF 9  
OPTION 1

Drawing Status

**FEASIBILITY**

Drawn	Designed	Date	Scale	Size
BS	TS	OCT 2022	1:200	A3
Drawing No.				Rev
1000008391-1-100-1-02				2



**LEGEND**

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Project

STOVELL ROAD AND BARRY AVENUE  
WALKING AND CYCLING DESIGN

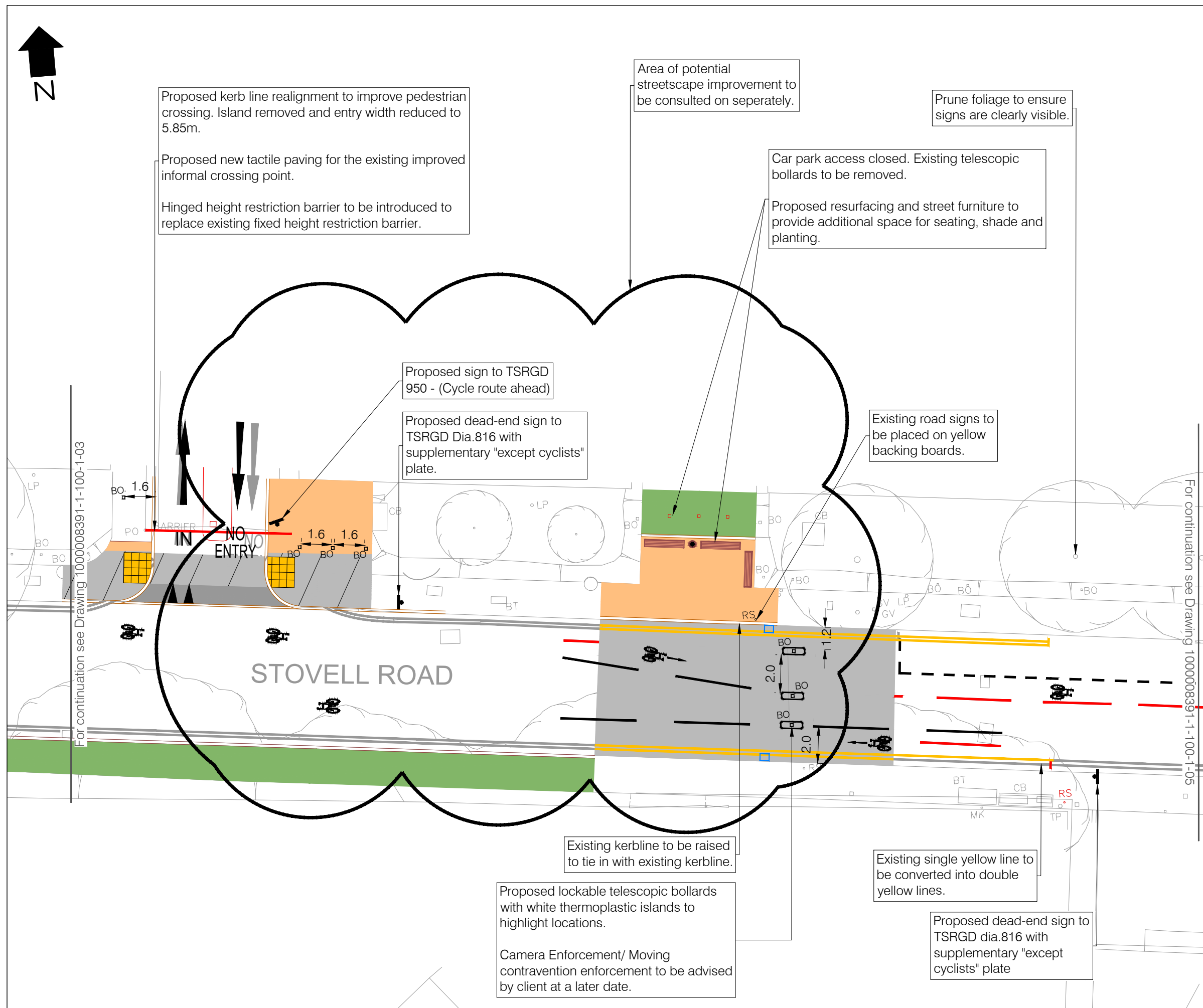
Drawing Title

SHEET 3 OF 9  
OPTION 1

Drawing Status

**FEASIBILITY**

Drawn	Designed	Date	Scale	Size
BS	TS	OCT 2022	1:200	A3
Drawing No.				Rev
1000008391-1-100-1-03				2



Proposed kerb line realignment to improve pedestrian crossing. Island removed and entry width reduced to 5.85m.  
 Proposed new tactile paving for the existing improved informal crossing point.  
 Hinged height restriction barrier to be introduced to replace existing fixed height restriction barrier.

Area of potential streetscape improvement to be consulted on separately.

Prune foliage to ensure signs are clearly visible.

Car park access closed. Existing telescopic bollards to be removed.  
 Proposed resurfacing and street furniture to provide additional space for seating, shade and planting.

Proposed sign to TSRGD 950 - (Cycle route ahead)

Proposed dead-end sign to TSRGD Dia.816 with supplementary "except cyclists" plate.

Existing road signs to be placed on yellow backing boards.

Existing kerbline to be raised to tie in with existing kerbline.

Proposed lockable telescopic bollards with white thermoplastic islands to highlight locations.  
 Camera Enforcement/ Moving contravention enforcement to be advised by client at a later date.

Existing single yellow line to be converted into double yellow lines.

Proposed dead-end sign to TSRGD dia.816 with supplementary "except cyclists" plate

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Rev	Date	Description	Drn	Chk	App

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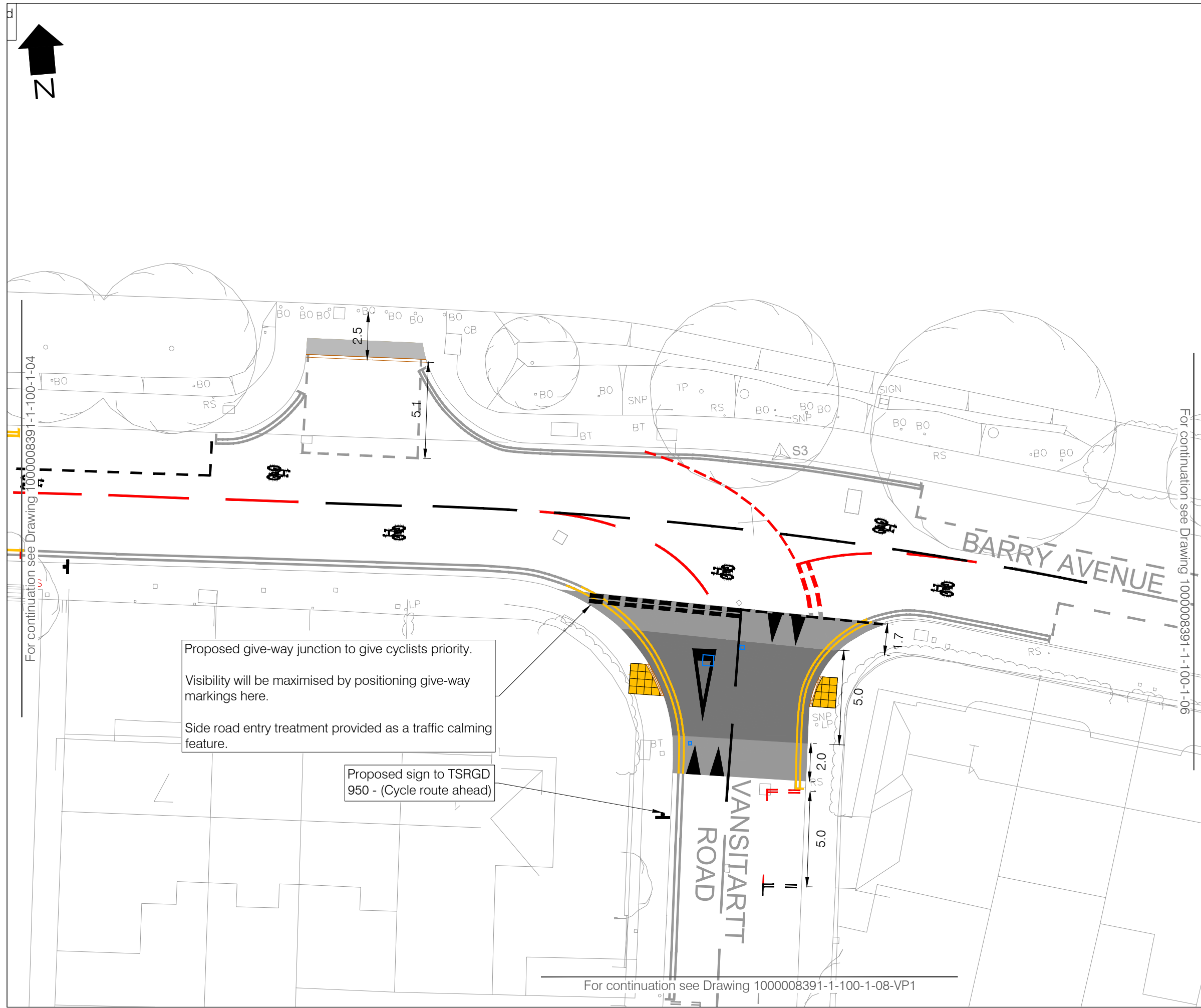
STOVELL ROAD AND BARRY AVENUE  
WALKING AND CYCLING DESIGN

SHEET 4 OF 9  
OPTION 1

**FEASIBILITY**

Drawn	Designed	Date	Scale	Size
BS	TS	OCT 2022	1:200	A3
Drawing No.	Rev			
1000008391-1-100-1-04	2			





Proposed give-way junction to give cyclists priority.  
 Visibility will be maximised by positioning give-way markings here.  
 Side road entry treatment provided as a traffic calming feature.

Proposed sign to TSRGD 950 - (Cycle route ahead)

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1	29/09/2022	FEASIBILITY	BS	SA	CdR
0	31/08/2022	FEASIBILITY	BS	SA	CdR
Rev	Date	Description	Drn	Chk	App

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Project

STOVELL ROAD AND BARRY AVENUE  
WALKING AND CYCLING DESIGN

Drawing Title

SHEET 5 OF 9  
OPTION 1

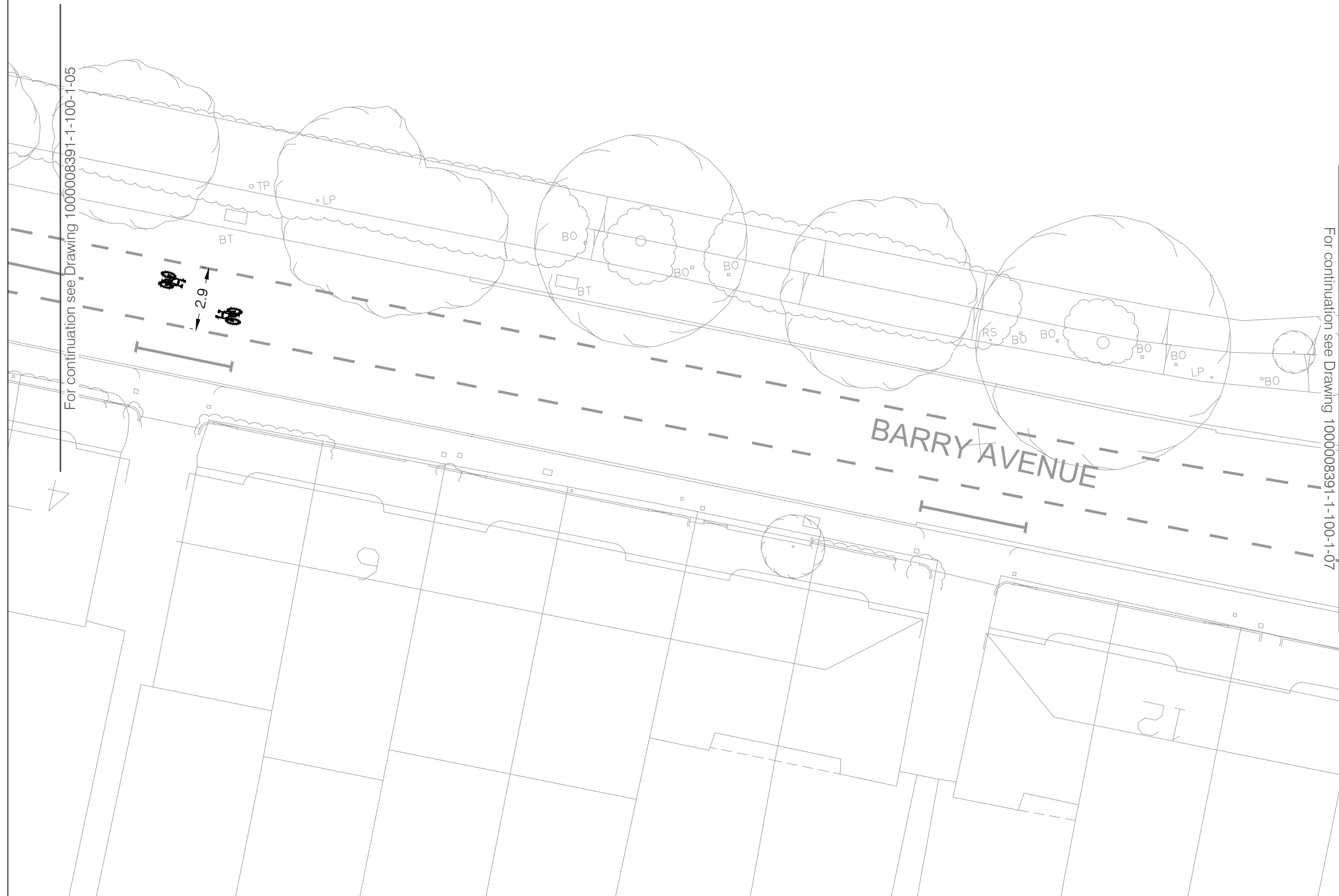
Drawing Status

**FEASIBILITY**

Drawn	Designed	Date	Scale	Size
BS	TS	OCT 2022	1:200	A3

Drawing No. 1000008391-1-100-1-05

Rev 2



**LEGEND**

- Existing Road Marking
- Proposed Road Marking (white)
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0	31/08/2022	FEASIBILITY	BS	SA	CdR
Rev	Date	Description	Drn	Chk	App

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STOVELL ROAD AND BARRY AVENUE  
WALKING AND CYCLING DESIGN

Drawing Title

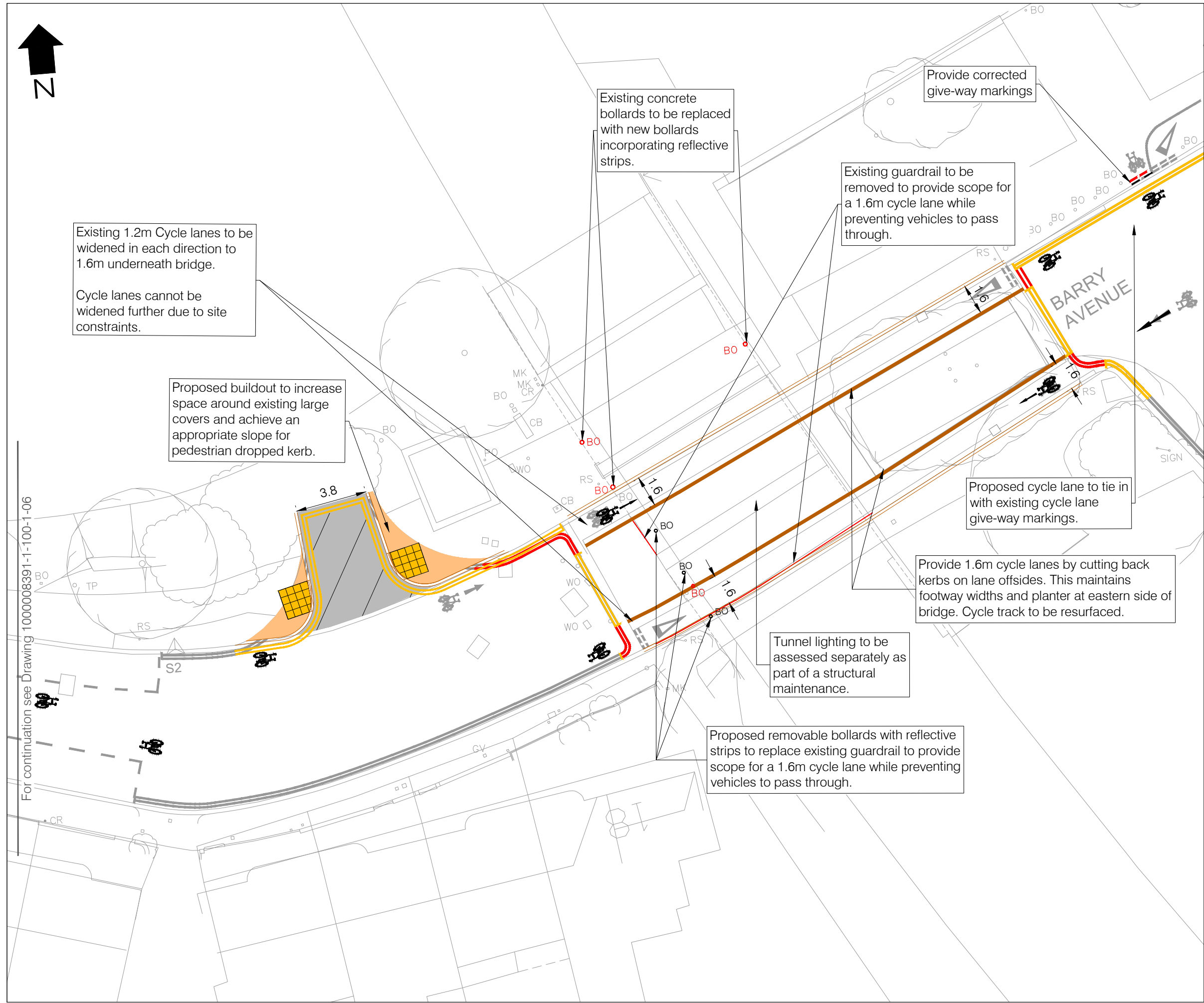
SHEET 6 OF 9  
OPTION 1

Drawing Status

**FEASIBILITY**

Drawn	Designed	Date	Scale	Size
BS	TS	OCT 2022	1:200	A3

Drawing No.	Rev
1000008391-1-100-1-06	2



**LEGEND**

- Existing Road Marking
- Proposed Road Marking (white)
- Proposed Road Marking (yellow)
- Proposed Removal
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1	29/09/2022	FEASIBILITY	BS	SA	CdR
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Rev	Date	Description	Drm	Chk	App

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Project

STOVELL ROAD AND BARRY AVENUE  
WALKING AND CYCLING DESIGN

Drawing Title

SHEET 7 OF 9  
OPTION 1

Drawing Status

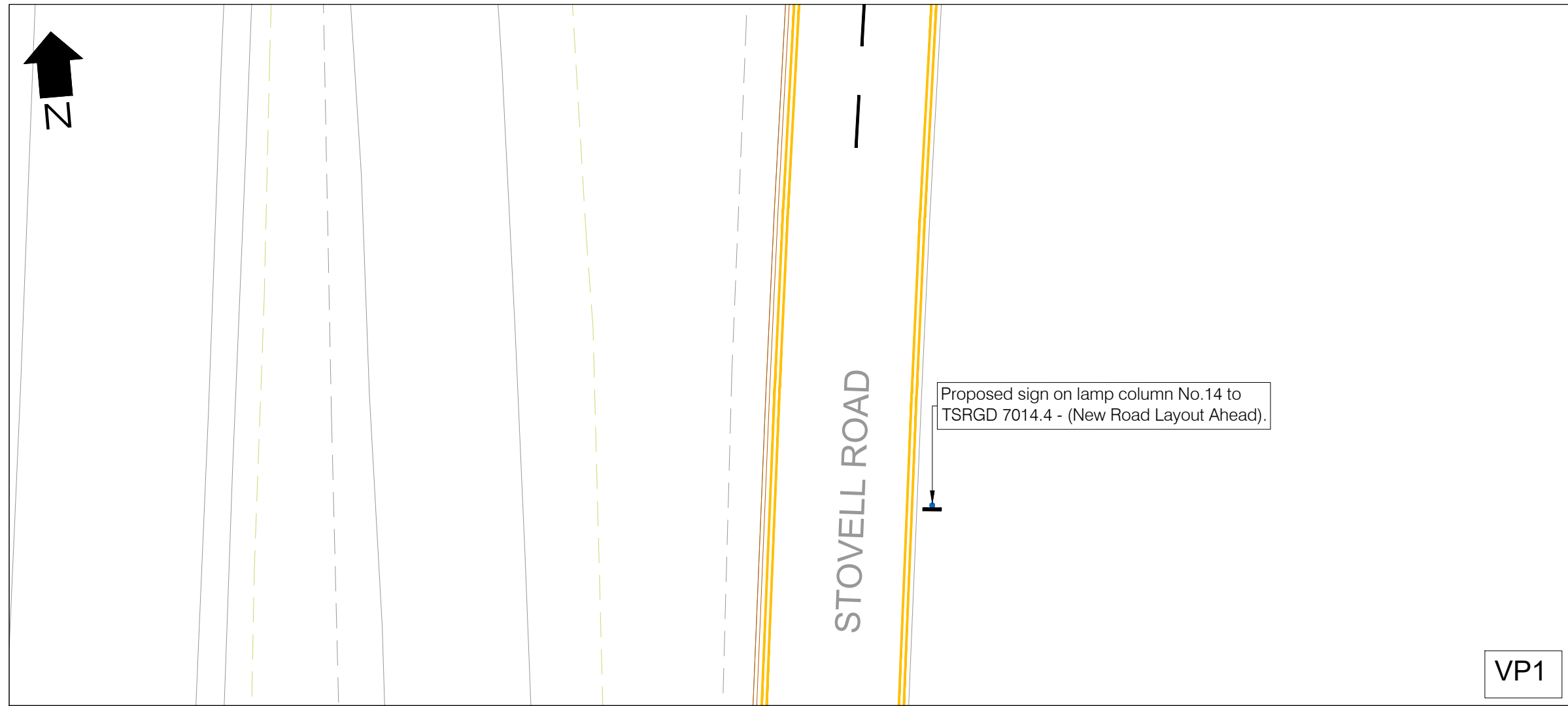
**FEASIBILITY**

Drawn	Designed	Date	Scale	Size
BS	TS	OCT 2022	1:200	A3

Drawing No. 1000008391-1-100-1-07

Rev 2

For continuation see Drawing 1000008391-1-100-1-06



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Project

STOVELL ROAD AND BARRY AVENUE  
WALKING AND CYCLING DESIGN

Drawing Title

SHEET 8 OF 9  
OPTION 1








Drawing Status

**FEASIBILITY**

Drawn	Designed	Date	Scale	Size
BS	TS	OCT 2022	1:200	A3

Drawing No.	Rev
1000008391-1-100-1-08	2




SignPlot™ Sign Schedule		Scheme: Stovell Road and Barry Avenue Walking and Cycling Design					Prepared by: Branavan Suthahar		Date: 12/10/2022						
Sign ref.	Sign face	Sign face			x-height (mm)	Mounting height (mm)	Supports			Foundation(s)					
		Width (mm)	Height (mm)	Area (m²)			No.	Type	Section	Length (mm)	No.	Depth (mm)	Width (mm)	Length (mm)	Cover (mm)
602		679	600	0.24		2100	1	Steel circular section S235	60.3mm O.D. 2.9mm thick	3375	1	600	600	700	75
602		679	600	0.24		2100	1	Steel circular section S235	60.3mm O.D. 2.9mm thick	3375	1	600	600	700	75
602		679	600	0.24		2100	1	Steel circular section S235	60.3mm O.D. 2.9mm thick	3375	1	600	600	700	75
950		679	600	0.24		2100	1	Steel circular section S235	60.3mm O.D. 2.9mm thick	3375	1	600	600	700	75
950		679	600	0.24		2100	1	Steel circular section S235	60.3mm O.D. 2.9mm thick	3375	1	600	600	700	75
7014.4		650	375	0.24	50	2100									
7014.4		650	375	0.24	50	2100	1	Steel circular section S235	60.3mm O.D. 2.9mm thick	3150	1	600	600	700	75

Rev	Date	Description	Drm	Chk	App
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Project				
STOVELL ROAD AND BARRY AVENUE WALKING AND CYCLING DESIGN				
Drawing Title				
SHEET 9 OF 9 OPTION 1 SIGN SCHEDULE				
Drawing Status				
FEASIBILITY				
Drawn	Designed	Date	Scale	Size
BS	TS	OCT 2022	NTS	A3
Drawing No.				Rev
1000008391-1-100-1-09				2





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# Site visit and discussion – Maidenhead Town Centre Streets

3/10/22

Present: John Adamson, Sharon Bunce, Cllr Coppinger, Cllr Haseler, Lisa Hughes, Ellen McManus-Fry, Trisha Mentzel, Susy Shearer, Cllr Singh, Jacqui Wheeler, Dug Tremellen

## Summary of group comments

- Currently, cycles legally need to follow one-way system around town – it is a long way round by bike
- Have there been accidents or near misses, where people currently cycle the wrong way?
- Need to reduce highway clutter
- Is white line sufficient, for the existing contraflow cycle lane on (part of) High St?
- Observed parking on current painted cycle facility / widened footways, and ignoring double yellow lines
- High Street between St Ives Road and Queen St – desire to see footways widened – or perhaps if being very bold an extension of existing High St pedestrianisation? With exemptions for some types of traffic – including building servicing, and needs of people who live in town centre, and Blue Badge holders
- Junction of High St and St Ives Road – will need to clearly show where different traffic should be positioned on approaches and through junction
- If making changes to design, make it obvious so people notice that road has changed
- St Ives Road is a wide road to cross at junction with High St. Can it be narrowed? Would a table, or zebra be suitable?
- There is a shortage of Blue Badge parking, made more challenging as car parks have been redeveloped recently
- Blue Badge parking spaces on High St are regular size (no space for unloading equipment) and have no dropped kerb
- Outside Age UK – redundant pole needs removing
- Crossing over High St outside St Mary's Walk – gradient on approach to dropped kerb difficult to manoeuvre over/around. Not prominent enough. Could use raised crossing?
- Whole footway along High St is sloping, uneven, has utility covers etc – very difficult to wheel over / trip hazards
- Cycle parking at top end Park St – rarely used because not overlooked. Introduce seating instead / as well – would offer natural surveillance? Cycle parking useful nearer pedestrianised High St section instead?

- People are legitimately confused about where and when they can cycle
- Bus stop on High St – buses cannot pull up flush with footway (or it is difficult to) – difficult to board, and blocks highway. Could removing the last small section of black railings help? Or move bus stop round corner to Queen St, swap with taxi bays perhaps?
- Are there more secure types of cycle parking than Sheffield stands that are suitable for street environments?
- Could multi modal hubs be developed?
- Queen Street – like High St, footway camber is poor
- Queen St – unnecessary bollards lining footway
- Queen St – no dropped kerbs along length of street until get to near junction with Broadway where there is a raised crossing. Long way round if you need a dropped kerb!
- Queen St j/w Broadway near Gordons pub – maintenance issue with accessible crossings which are not flush, and not lined up across the road so people setting off from one side may not end up finding dropped kerb on other side
- Queen St j/w Broadway – very confusing patchwork of surfacing – and seemingly design errors too e.g. painted double yellow lines suggest edge of carriageway is in one location, dropped kerb edge of footway/tactiles suggest others, and in between is an ambiguous cobbled space – very difficult to navigate
- Queen St j/w Broadway – notice that motor vehicles are not indicating because it isn't clear which way is 'straight on', adding to challenge for peds and cycles knowing when safe to cross/manoeuvre
- Manholes and gullies in middle of footway – trip hazard / difficult to wheel over
- Along Broadway, all the service entrances / access to car parks did not have dropped kerbs or tactile paving – generally in very poor state
- Broadway – bus stop pole/flag located directly in middle of the footway, in everybody's way
- Broadway – car park access spiral ramp – overhangs footway, needs at the very least marking with yellow/black hazard stripes or something as people will be hitting their heads, it is very low. Ideally peds wouldn't have to walk under there
- Broadway – large tree pots. Not well cared for, taking up space
- Broadway – footway gradient/camber issues, particularly at side/access road crossings here – seems to be a very consistent problem across all streets surveyed
- Shared space signs and hazard paving at Broadway/King St – most people don't know what they mean. Only drivers have read highway code. How else could it be made obvious what space is what, through design? Can cycles be treated as vehicles at this location, per LTN 1/20
- King Street – create dedicated track down middle for cycling and scooting? Avoid doorways. Consider whether it needs to 'wiggle' (just a bit) to avoid speeding –



perhaps planting could be used for natural deflection? Surfaces / height differences to show which space is which?

- No easy route into town from west side, over A308. There is space alongside A308 to do something more and create an improved link, like the Kidwells Park crossing, perhaps linked to existing junction w/Broadway? *(Thanks for this discussion – this will need to be looked at as a separate project for a future date, but it has been useful to know there is an interest in looking into this – Dug.)*