

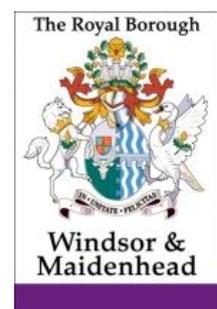
Royal Borough of Windsor and Maidenhead

Cycling Strategy

2016-2026

(Consultation Draft)

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1. Introduction

1.1 The benefits of cycling are numerous and well documented and show that even a relatively modest shift from car to cycling for local journeys can potentially deliver benefits in the following areas:

- Traffic congestion
- Air quality
- Traffic noise
- Health and fitness
- Employee absenteeism
- Economic growth

1.2 This strategy builds identifies our priorities for capital and revenue investment in cycling for the period 2016/17 to 2020/21, in order that more of our residents, commuters and visitors will be encouraged and enabled to choose cycling as an everyday form of transport, as well as for leisure and fitness.

1.3 A key focus of the strategy is connecting residential areas to destinations, such as town centres, local centres, employment sites, and education facilities. We will achieve this by providing a network of safe, convenient, connected and legible cycle routes and by improving road conditions so they are safer for cyclists. The strategy also recognises the need to coordinate with neighbouring authorities to better cater for cross-boundary journeys.

1.4 If we are to encourage more cycling trips, it is also important to ensure that there is sufficient secure cycle parking at destinations. This strategy addresses the requirement to have high quality cycle parking at existing destinations, as well as being integrated into new developments.

1.5 In addition to catering for local journeys, this strategy seeks to better integrate cycling with other forms of transport (particularly rail), so it can play a vital part in catering for longer distance travel to create seamless end-to-end journeys.

1.6 In order to bring about a culture of cycling within the Royal Borough, improvements to infrastructure must be supported by a programme of information, training and support. This will ensure that people have the knowledge, skills and confidence to be able to make the switch to travelling by bike.

1.7 Lastly we recognise that we cannot achieve all of this alone, and we must therefore work closely with our partners in the public, private and voluntary sectors. Together, we will develop and deliver a series of Action Plans in order to deliver a sustained and effectively targeted programme of investment in cycling.

2. Guiding Principles

2.1 This strategy has been developed around the following guiding principles:

Residents First

- Design cycling schemes that cater for all cyclists regardless of age, gender or ability.
- Integrate cycling with other forms of transport to improve interchange and provide seamless end-to-end journeys to and from the Royal Borough.
- Regularly consult residents and other local stakeholders to ensure that provision for cycling is fit for purpose and meet the needs of local users.

Value for Money

- Appraise schemes and prioritise those that are likely to have the greatest benefits for cyclists.
- Identify opportunities to pool budgets where this would deliver additional benefits for cyclists.
- Ensure that the needs of cyclists are incorporated into other highway scheme designs.
- Maximise third party investment in cycling.

Equipping ourselves for the future

- Arrange training for officers who are involved in delivering the Cycling Strategy so they are familiar with relevant guidance, design standards and legislation.
- Actively seek out and learn from best practice in the UK and abroad.
- Make appropriate and effective use of technology when designing and implementing cycling solutions.

Partnership Working

- Identify opportunities to work jointly with other Council service areas, such as Public Health and Leisure in order to deliver shared priorities.
- Work with the Thames Valley Berkshire Local Enterprise Partnership (LEP) and neighbouring authorities to deliver cross-boundary cycling schemes and initiatives.
- Work closely with other organisations, such as Thames Valley Police, developers, and third sector groups to coordinate activities and resources and thus maximise the benefits for cycling.

3. Strategic Framework

3.1 This strategy should be considered in the context of a wider strategic framework

National:

Door to Door: A strategy for improving sustainable transport integration

3.2 Published in 2013, 'Door-to-Door' describes the government's vision for integrated sustainable journeys. It focuses on a number of key areas that need to be addressed so that people can be confident in choosing greener forms of transport. These include *"regular and straightforward connections at all stages of the journey and between different modes of transport"*.

Infrastructure Act

3.3 The Infrastructure Act (2015) places a statutory duty on the Secretary of State for Transport to prepare a Cycling and Walking Investment Strategy for England. This must specify:

- (a) Objectives to be achieved during the period to which it relates, and
- (b) The financial resources to be made available by the Secretary of State for the purpose of achieving those objectives.

3.4 The Department for Transport (DfT) is expected to publish the strategy in the summer of 2016. It is widely anticipated that there will be a requirement for local authorities to publish their own walking and cycling investment strategies, setting out how they intend to improve local infrastructure and promote active transport modes.

Regional:

3.5 The Thames Valley Berkshire Local Enterprise Partnership (LEP) includes representatives from business and the six local authorities in Berkshire. It contributes to the economic growth of the area through the implementation of a Strategic Economic Plan. Covering the period 2015/16 – 2020/21, this contains policies and proposals relating to:

- Enterprise and Innovation
- Employment and Skills
- International
- Infrastructure

3.6 The LEP provides funding for major transport schemes, such as park and ride, mass-rapid transit schemes, and road and rail infrastructure improvements, particularly where these support and enable new residential or commercial development, or where they address deficiencies in the existing transport network. It also contributes to investment in packages of local transport measures, including walking and cycling schemes, particularly where these cross local authority

boundaries. For example, it has recently allocated funding to NCN422, which seeks to connect Newbury, Reading, Wokingham, Bracknell, Ascot and Windsor.

Local:

3.7 The Cycling Strategy is nested within a suite of local transport and planning strategy documents:

Local Transport Plan (2012-2026)

3.8 The Local Transport Plan (LTP) adopts an evidence based approach to transport planning and sets out high level policies for all aspects of local highways and transport provision within the borough, including walking and cycling.

3.9 In broad terms, the LTP aims to:

- Improve access to local services and facilities
- Improve road safety and personal security
- Support economic growth
- Improve quality of life and minimise the negative impacts of transport
- Tackle climate change.

3.10 The LTP provides an overarching set of policies within which more detailed plans and strategies can be prepared, such as the Cycling Strategy. These include policies relating to:

- Walking and cycling networks
- Cycle parking
- Public rights of way
- Transport interchange
- Travel information
- Access
- Road safety education, enforcement and engineering
- Smarter choices programmes (designed to promote sustainable travel behaviours)
- Network management
- New development
- Health (including promotion of active travel modes)

3.11 Each year, the Council publishes details of its LTP capital programmes for the coming financial year together with indicative programmes for the following two years. Planned expenditure is broken down by themes, such as: Cycling; School Cycle Parking; Safer Routes to School; Footways; Public Rights of Way, etc.

The Borough Local Plan

3.12 When adopted, the Borough Local Plan will set out a vision and framework for future development, addressing local needs and opportunities in relation to housing, the economy,

community facilities and infrastructure, as well as providing a basis for safeguarding the environment, adapting to climate change and securing good design.

3.13 It will also provide a critical tool (together with local Neighbourhood Plans) to guide decisions about individual development proposals. It is anticipated that consultation will take place on the draft Borough Local Plan later in 2016.

3.14 Like the Local Transport Plan, it provides an overarching policy document within which more detailed plans and strategies can be prepared.

Maidenhead Town Centre Area Action Plan

3.15 Adopted in September 2011, the Maidenhead Town Centre Area Action Plan (AAP) is a daughter document of the Borough Local Plan. It seeks to rejuvenate Maidenhead town centre and the surrounding area and sets out to deliver attractive streets and places, new shops, homes and business and leisure opportunities.

3.16 The AAP aims to create a sense of place, a destination for shoppers, residents, businesses or visitors. This involves exploring opportunities for new buildings, streets and spaces, for improved shopping facilities and attracting new businesses, for creating new homes and providing social and cultural attractions, as well as further improving the town's accessibility. The approach encapsulates the following themes:

- Place making
- Economy
- People
- Movement

3.17 The document seeks to improve accessibility to the town centre, with a specific focus on creating a safe and comfortable environment for pedestrians and cyclists as well as improving access by public transport.

Neighbourhood Plans

3.18 The Localism Act introduces statutory neighbourhood planning in England. It enables communities to draw up a neighbourhood plan for their area and is intended to give communities a greater say in the development of their local area. There are 11 designated Neighbourhood Plan areas within the Royal Borough, of which Ascot, Sunninghill and Sunningdale is the only one with an adopted plan as of January 2016.

3.19 Most development will individually or cumulatively have an impact on transport and travel patterns and so good planning of transport is essential. Therefore, it is essential to work with developers to ensure that the impacts of development on the transport network are fully considered for new or re-development of existing sites. Appropriate levels of financial contributions can then be sought from the developers towards the capital and ongoing maintenance costs of on and off-site transport infrastructure and services considered necessary to mitigate the impact of their development on the transport network.

3.20 Communities will always have concerns about transport, but Neighbourhood Plans can allay these concerns by setting out realistic solutions to existing local issues which, in turn, would help to facilitate the delivery of future investment in the Plan area. Also, measures that encourage modal shift to cycling and walking contribute to economic growth by tackling congestion and environmental improvements through reductions in exhaust emissions.

3.21 Neighbourhood plans can contain policies to address key transport issues, such as:

- Facilitating provision of traffic calming and 20 mph speed limits
- Encouraging the provision of transport hubs and interchange between travel modes
- Identifying safe routes for walking and cycling

3.22 At the time of writing, only Ascot, Sunninghill and Sunningdale have an adopted Neighbourhood Plan, but other Neighbourhood Plan Groups have been engaged to ensure that emerging issues are identified within the Cycling Strategy.

Parking Strategy

3.23 The Council is currently in the process of updating its Parking Strategy, which will also be a daughter document to the Borough Local Plan. This will include a review of parking standards to be applied to all new developments in the Borough. It will also include a comprehensive set of guidelines for the provision of cycle parking, which will consider aspects such as:

- Location
- Design
- Dimensions
- Layout
- Access
- Capacity
- Management arrangements

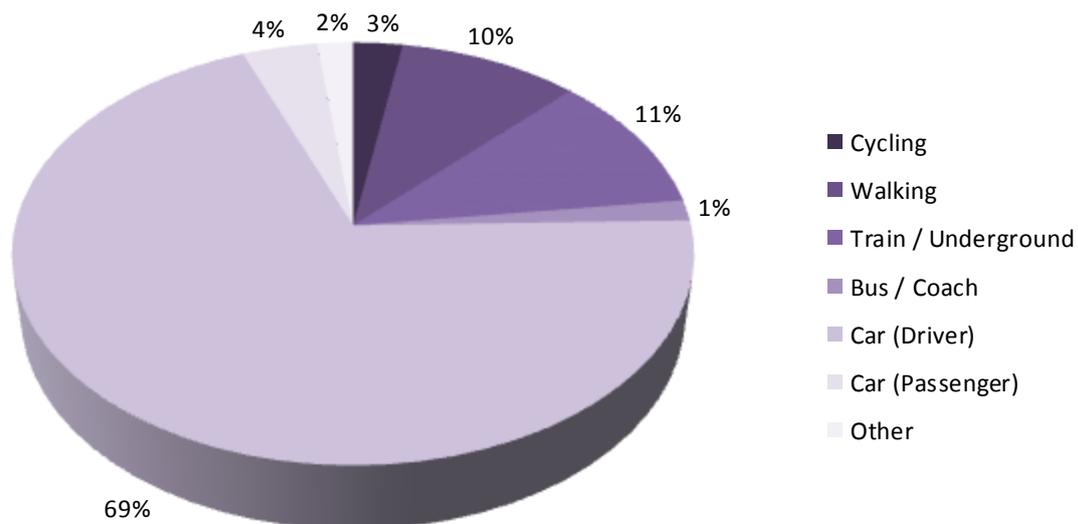
4. The Current Situation

Travel Patterns

4.1 In 2013/14, 18.5% of Royal Borough residents indicated that they cycle at least once a month, with 12.7% cycling at least once a week. This includes cycling for all journey purposes, including leisure and fitness, as well as for travel to work and education.

4.2 According to the 2011 Census, over half (55.2%) of borough residents have a commuting distance of less than 10km, while over a third (36.1%) commute less than 5km (3 miles). Many of these journeys could readily be made by bike. However, the 2011 Census shows that cycling accounts for less than 3% of all journeys to work by Royal Borough residents (excluding those who work mainly at / from home), while walking accounts for less than 10% of commuting journeys. This suggests that there is significant potential to achieve a modal shift from car to walking and cycling for local commuting journeys.

Fig. 4.1: Mode of travel to work for Royal Borough residents (excluding home working)



4.3 The number of cycling and walking trips are measured through annual snapshot surveys of all access points around Maidenhead and Windsor town centres, which are the main cycling destinations within the borough. Figures 4.2 and 4.3 show the results from the last 10 years with a gradual upward trend in cycling levels in both towns. (It should be noted that the 2013 count in Windsor was affected by adverse weather.)

4.4 Despite Windsor being the smaller town, cycling levels are typically over 1.5 times greater than those observed in Maidenhead. This suggests that cycling levels in Maidenhead are being suppressed and that there is potential to significantly increase cycling activity.

4.5 Fewer than 20% of cyclists recorded in the snapshot surveys are female, which is significantly lower than the UK average of 27%, suggesting that there may be particular opportunities around

encouraging more women to cycle. Evidence from various international studies shows that women place a higher value on safe cycling infrastructure than men, and in Denmark, where there has been sustained investment in cycling infrastructure, women now account for 55% of all cyclists¹.

Figure 4.2: Cycling trips to and from Maidenhead

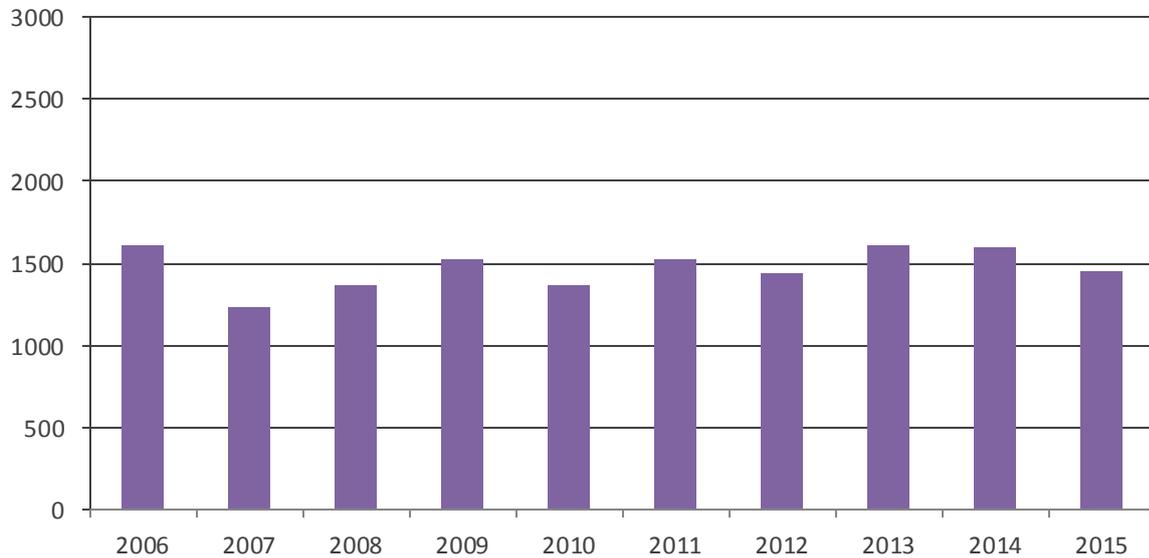
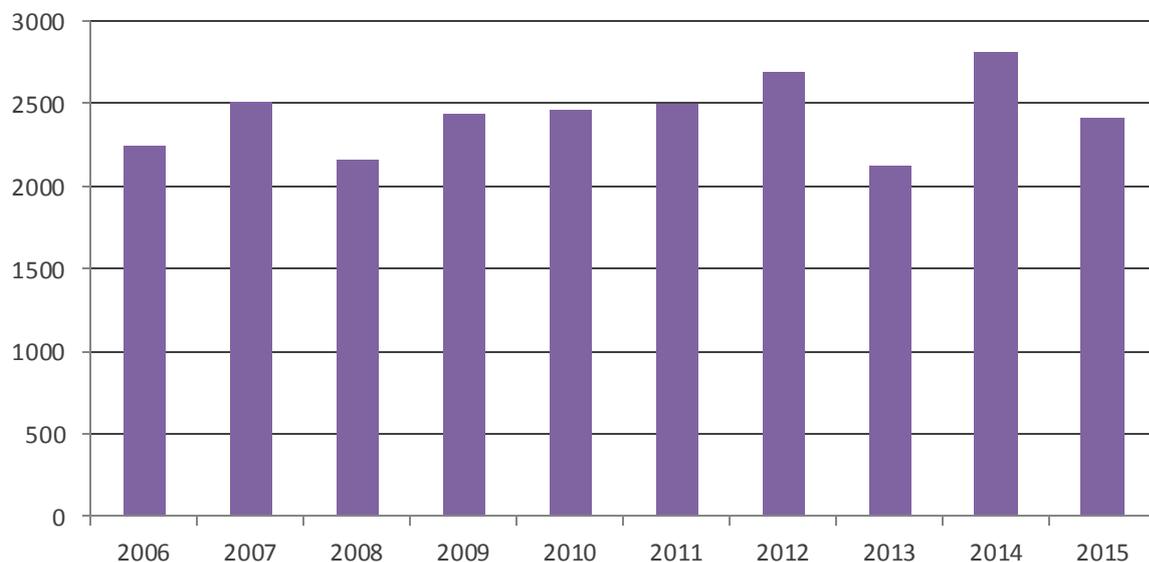


Figure 4.2: Cycling trips to and from Windsor



Road Safety

4.6 Figure 4.4 shows the overall number of cyclists killed or seriously injured on the borough’s roads for the last 10. In 2014, 13 cyclists were seriously injured and 46 were slightly injured. There is inevitably some year-on-year variation in the figures, so three year rolling averages are used to

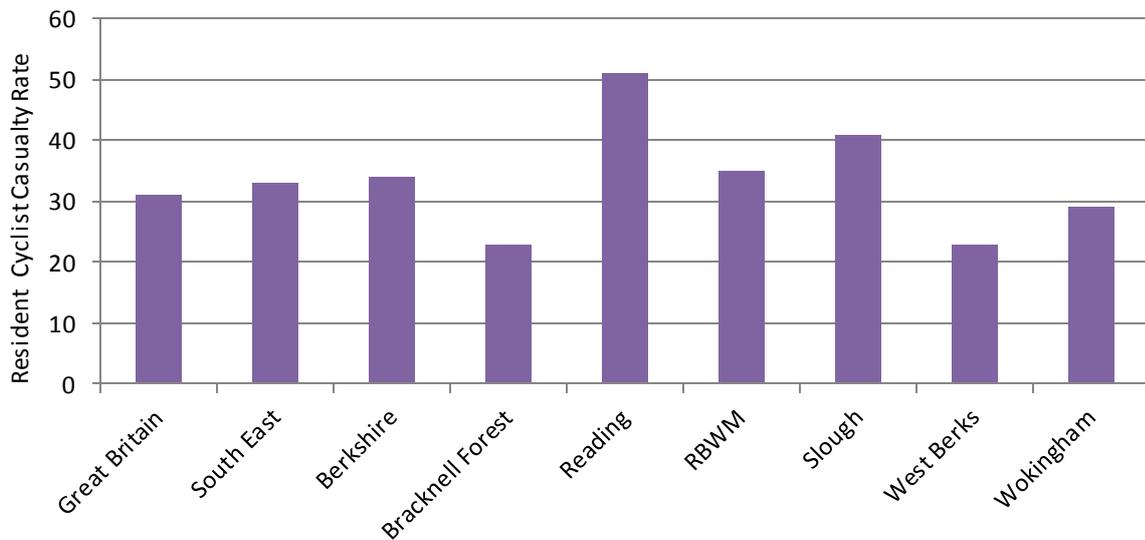
¹ Pucher, J. and Buehler, R, ‘Making Cycling Irresistible: Lessons from The Netherlands, Denmark and Germany’, *Transport Reviews*, 28:4, 495-528, DOI:10.1080/01441640701806612

counteract this and highlight any significant trends in the data. This shows that since 2005, there has been little overall change in the casualty trend.

Figure 4.4: Pedal cyclist casualties on roads in the Royal Borough



Figure 4.5: Average resident cyclist casualties per 100,000 population rate (2010-2014)



4.7 Figure 4.5 shows average pedal cyclist casualty rates for Royal Borough residents over the period 2010 to 2014. Equivalent statistics are provided for the other Berkshire local authorities, the South East region and Great Britain as comparisons. Windsor and Maidenhead’s resident cyclist casualty rate is 15% higher than the national average, 7% higher than the South East rate and 3% higher than the overall Berkshire rate.

4.8 Between 2010 and 2014, 63% of resident cyclist casualties resulted from collisions on Windsor and Maidenhead’s roads. For collisions outside the borough, 9% were injured in Surrey, 8% in London, 8% elsewhere in Berkshire and 7% in Buckinghamshire. This highlights the need for cross-boundary cycle routes and for close working with neighbouring local authorities.

Public Satisfaction / Benchmarking

4.9 The Royal Borough takes part in the annual NHT Benchmarking Survey², which asks residents for their views on a wide range of highways and transport services, including various aspects of cycling provision. The results from the 2015 survey show that 49.5% of residents are satisfied with cycle routes and facilities in general.

4.10 A detailed breakdown of residents' satisfaction with various aspects of cycling facilities is provided below, together with average satisfaction scores for participating unitary authorities. The survey results show that satisfactions levels in the Royal Borough are lower than average for all cycling aspects, with the largest satisfaction differential relating to the provision, location and condition of cycle routes.

Table 4.1: 2015 Cycling benchmarking indicators – comparison with unitary authorities

Benchmarking	Satisfaction Score	Peer Average	Difference
Provision of cycle routes where needed	49.1	56.0	-6.9
Location of cycle routes / lanes	49.9	55.6	-5.7
Condition of cycle routes	54.7	60.2	-5.4
Cycle crossing facilities at junctions	51.8	56.3	-4.6
Cycle parking	49.5	52.9	-3.4
Direction signing for cycle routes	52.4	57.3	-4.9
Cycle route information (e.g. maps)	50.1	53.9	-3.8
Cycle training (e.g. at schools)	55.6	56.3	-0.7
Cycle facilities at place of work	52.6	55.7	-3.0

² <http://nhtsurvey.econtrack.com/>

5. Vision, Aims and Objectives

5.1 The following vision statement was developed through consultation with local stakeholders and with reference to the emerging neighbourhood plans:

“There is an established cycling culture within the Royal Borough where cycling is seen as a safe, attractive, healthy and normal form of everyday transport for residents, employees and visitors.”

5.2 The aims of the strategy set out what we need to achieve in order to realise the vision and can be summarised as follows:

- To deliver a safe, direct, convenient, coherent and connected cycle route network
- To improve integration between cycling and other forms of transport
- To ensure that cycling provision is an integral part of the design of new development and is not considered as an afterthought
- To ensure that cycling facilities are designed and built in accordance with (and where appropriate exceed) standards specified in national guidance and best practice
- To improve local health outcomes for residents by increasing cycling activity levels
- To establish monitoring and evaluation mechanisms that will measure the impact of local cycling investment

5.3 A series of SMART (Specific, Measurable, Achievable, Relevant and Time-bound) objectives have been set. Achievement of these objectives will provide a clear indication as to whether the strategy has been successful:

- To achieve a 15% increase in cycling trips between 2015 and 2020
- To reduce cyclist casualties by 10% between 2015 and 2020
- To increase resident satisfaction score for cycle routes and facilities from a baseline of 49.5% in 2015 to 60% by 2020

6. Action Plan

Cycle Routes

6.1 Fears over safety are a major barrier to getting more people cycling. People need to perceive that it is safe to cycle, either because traffic volumes and speeds are low, or because there is dedicated space for cycling that minimises conflict with other road users.

6.2 Cycle route networks need to be designed so they are: safe, continuous, direct, attractive and comfortable. Routes should be capable of meeting the needs of all cyclists from novices or families with young children through to confident commuter and sports cyclists.

6.3 We will:

- Review the current cycle route networks to identify gaps, taking account of current and predicted journey patterns and travel behaviour.
- Develop a network of routes that are suitable for cycling and which connect residential areas to key destinations, such as:
 - Transport interchanges
 - Town and village centres
 - Shops / supermarkets
 - Employment
 - Schools / colleges
 - Healthcare services
 - Leisure facilities
 - Visitor attractions
- Give cyclists priority over side roads and private accesses wherever it is safe to do so.
- Where possible, design facilities to meet or exceed standards set out in national cycling design guidance, taking account of emerging best practice.
- Introduce 20 mph speed limits around schools and in other areas where there may be significant numbers of cyclists.
- Ensure that provision of new cycle routes is an integral part of new developments.
- Review and develop maintenance regimes to better consider the needs of cyclists.
- Work with private landowners to secure new and improved routes where these cannot be delivered within the confines of the public highway or public rights of way networks.
- Work with neighbouring authorities to secure cross-boundary routes.

6.4 We have already engaged with the Cycle Forum and Neighbourhood Plan Groups to identify potential improvements to the cycle route network. Proposed schemes are shown in Appendix 1.

Wayfinding

6.5 Wayfinding provides information to help cyclists navigate to their destination, making use of signs, road markings, maps and other environmental signals, as well as electronic devices such as mobile phones and satnavs.

6.6 When designing wayfinding systems, it is important to know what information is required, and to identify where and when it should be provided. Wayfinding should be designed around the needs of the intended user. For example, a commuter would generally seek the quickest, most direct cycle route, while a leisure cyclist may prefer a quieter, more scenic route.

6.7 Wayfinding should be informative, providing data about routes, destinations, terrain, distances and journey times. Wayfinding should be coherent and consistent along routes and across an area. It should also be intuitive and legible without overloading the user or resulting in unnecessary clutter. It should also be legible and understandable by all users, including those with visual, mobility and learning impairments, as well as foreign visitors.

6.8 Wayfinding systems also help to advertise the presence of cycle routes and encourage people to explore and consider making journeys by bike.

6.9 We will:

- Agree a system of wayfinding signs and road markings in consultation with the Cycle Forum and other stakeholders, and drawing on established best practice case studies.
- Consider branding of key routes to give them an identity and provide additional visual clues to those who are following them.
- Regularly review and update the borough's cycle route map to ensure that it remains current and includes information that is useful and relevant to cyclists.
- Work with the Cycle Forum and other stakeholders to review and improve the accuracy of online cycling journey planners such as those provided by Google and CycleStreets.

Cycle Parking

6.10 Having enough convenient and secure cycle parking at people's homes and at cycling destinations is important. Access to cycle storage should be at least as convenient as access to car parking if cycling is to be encouraged.

6.11 Inadequate or poorly designed cycle parking can lead to problems with facilities being unused and bikes being left attached to railings or other items of street furniture. This can look unsightly, cause damage to property and even obstruct pedestrian routes.

6.12 There is an ongoing issue with cycle theft in the Royal Borough, with bikes stolen from residential properties and public spaces (e.g. on-street and transport interchanges). Good quality cycle parking is key to the prevention of cycle theft and hence the promotion of cycling.

6.13 We will:

- Review existing cycle parking provision to identify locations where there is unmet demand.
- Provide cycle parking within town, village and district centres, at schools and at Council offices that is:
 - Accessible and easy to use
 - Safe and secure – in prominent locations with CCTV coverage or good natural surveillance
 - Fit for purpose – providing good support and allowing multiple fixing points
 - Attractive and in keeping with agreed street furniture schemes
- Develop cycle parking standards and design guidance to ensure that there is sufficient capacity for new development and that facilities are designed to a high standard.
- Ensure that damaged cycle parking is replaced promptly.

6.14 We have already engaged with the Cycle Forum and Neighbourhood Plan Groups to identify sites where additional cycle parking is needed. Proposed schemes are shown in Appendix 1.

Transport Interchanges

6.15 Cycling can form an integral part of longer-distance journeys. Increasing numbers of people are choosing to cycle to or from train stations, either leaving their bikes at the station, or taking folding bikes on the train. Bikes also have the potential for use as part of longer distance bus and coach journeys.

6.16 With significant growth in rail passenger numbers anticipated on the back of planned investment in trains, electrification, Crossrail and the Western Rail Link to Heathrow, it is important that cycling provision at rail stations is enhanced and access routes improved.

6.17 Many stations car parks are now operating at or close to capacity, while roads around stations can experience significant peak hour congestion. It is therefore important to encourage more rail passengers to travel to and from the station by more sustainable forms of transport, such as cycling.

6.18 We will:

- Review existing cycle routes and cycle parking provision to identify gaps.
- Work with partners in the rail industry to:
 - improve cycle route connectivity to / from stations
 - increase the availability of secure cycle parking at stations
 - ensure adequate on-train capacity for cycles
 - ensure that station buildings are accessible for cyclists (e.g. lifts)
 - develop bespoke station travel plans that encourage and enable sustainable travel to and from rail stations
- Provide cycle parking at bus and coach stops where there is demand.

Working with Schools

6.19 Across the Royal Borough, the proportion of children who travel to and from school by car is significantly higher than the national average and (with a few notable exceptions) the proportion of pupils who are cycling to school is very low. This leads to increased problems with traffic congestion and contributes to the perception that roads are not safe for cycling. As traffic levels increase, so fewer parents are prepared to let their children walk or cycle to school, which simply exacerbates the situation.

6.20 Teenage years are particularly important as this is a time when attitudes to travel and physical activity become set. There is evidence to suggest that girls and boys have similar attitudes to cycling until the age of 14 at which point gender attitudes diverge and girls often stop cycling³. The reasons for this are that teenage girls tend to be more aware of body image while exercising, they are more concerned about safety issues, and they are more worried about peer attitudes to cycling. This trend is particularly pronounced at Windsor Boys and Windsor Girls Schools, which have markedly different levels of cycling to school. The trend appears to continue into adulthood with the annual cycle counts in Maidenhead and Windsor showing that male cyclists outnumber women by 4:1.

6.21 We will:

- Encourage and assist schools and colleges to develop, monitor and maintain their school travel plans, which seek to increase walking and cycling and reduce car use for travel to and from school.
- Work with schools, parents and pupils to identify improvements that can be made to walking and cycling infrastructure to create 'Safer Routes to School'.
- Introduce 20 mph speed limits around schools
- Provide or enhance secure cycle parking provision at schools.
- Provide Level 1 and 2 Bikeability training for primary aged children and Level 3 training for secondary aged children.
- Work with colleagues in Leisure Services and Public Health, and third parties, such as British Cycling to deliver extra-curricular cycling activities such as Go Ride and Breeze with a particular focus on encouraging more girls to cycle.

³ Goddard, T. (2013) 'Are Bicycling and Walking Cool? Adolescent Attitudes about Active Travel', Portland State University. [Available at: <https://youtu.be/6QO5dEg9u8s>]

Working with Businesses

6.22 Less than 3% of Borough residents currently cycle to work, despite the fact that over 50% have a commuting distance of 10 km (approximately 6 miles) or less. This suggests that there is significant capacity to encourage more people to leave the car at home and commute by bike.

6.23 There are a number of potential barriers to increasing cycle commuting:

- Over 50% of the adult population do not own / have access to a bike.
- Many adults have not cycled for years and may lack confidence.
- Cycle parking may not be available at some workplaces.
- Showers, changing facilities and storage lockers may not be available at some workplaces.

6.24 We will:

- Encourage businesses to become members of easitMAIDENHEAD⁴, which offers a variety of benefits, such as:
 - loan bikes
 - discounts on new bikes, cycle clothing and equipment
 - bicycle try-out sessions
- Encourage businesses to take part in the National Workplace Cycle Challenge⁵, which aims to get more people cycling through a targeted marketing campaign and an inter-workplace competition.
- Secure Workplace Travel Plans through the planning system and encourage businesses to develop voluntary Travel Plans that promote sustainable forms of transport.
- Provide advice and support to businesses that are looking to provide cycling facilities for their staff.

⁴ <http://www.easit.org.uk/easitmaidenhead.php>

⁵ <https://www.lovetoride.net/uk?locale=en-GB>

Health and Wellbeing

6.25 Cycling has been shown to deliver numerous health benefits, including:

- Improving cardiovascular fitness
- Helping to reduce instances of Type 2 Diabetes
- Toning and building muscle with little impact on joints
- Boosting the metabolism and helping with weight management
- Improving mental health
- Strengthening the immune system

6.26 The Health Profile for Windsor and Maidenhead⁶ shows that 44% of adult residents are classed as being physically inactive, while 15.2% of adults and 16.2% of children in year six are classified as obese. This suggests that there is potential to encourage more residents to take up cycling as part of active lifestyles, focusing on those whose are identified to be at risk from factors associated with sedentary lifestyles.

6.27 We will:

- Train local volunteers to act as recreational ride leaders and encourage and support them to deliver a programme of led bike rides.
- Work with colleagues in Leisure Services, the Berkshire Sports Partnership and local cycling clubs to deliver cycling taster sessions as part of 'Fit for Life' and Get Berkshire Active's 'Workplace Challenge'.
- Work with colleagues in Public Health and local Clinical Commissioning Groups to include cycling within GP lifestyle management referral schemes.

⁶ APHO (2015) 'Health Profile 2015 – Windsor and Maidenhead' [Available at: <http://www.apho.org.uk/resource/item.aspx?RID=171938>]

Recreation and Sports Cycling

6.28 There are many existing opportunities for recreational cycling in and around the Royal Borough, including the Jubilee River, routes through Windsor Great Park and paths round Dorney Lake, as well as various bridleways and byways.

6.29 The Royal Borough is served by several long-distance cycle routes including arms of the National Cycle Network and the London to Land's End Cycle Route, which is becoming popular amongst cycle tourers.

6.30 There are several charity rides and sportives that finish in / pass through the area, including Palace to Palace, London to Windsor, and London Revolution. Local roads are also used for numerous cycling time trials and triathlons. This requires careful traffic management to ensure the safety of users and to balance competing pressures on the road network.

6.31 There is also increasing demand for specialist cycling facilities within the borough, including a closed road cycling circuit and mountain bike trails, which has been identified through the Cycle Forum and evidence of illegal activity on private land.

6.32 We will:

- Enhance existing recreational cycling routes / develop new routes in order to meet local demand.
- Work with Sustrans, neighbouring authorities and local landowners to enhance local elements of the National Cycle Network and develop / link to new NCN Routes.
- Work with partners in the visitor economy to promote sustainable tourism, including cycle touring.
- Work with local landowners to explore the potential for creating new / improved mountain bike routes in the borough.
- Work with local landowners and British Cycling to explore the potential for creating a closed cycling circuit in the borough.
- Work with local cycling clubs wishing to run time trials and road races on the public highway, ensuring that these are coordinated with other planned events, and that impacts on residents and other road users are minimised. We will also ensure that such events have the permission of the police.
- Work with charity bike ride / sportive organisers wishing to organise events on the public highway, ensuring that these are coordinated with other planned events, and that impacts on residents and other road users are minimised.

Practical Support and Training

6.33 New or returning cyclists may need practical advice and training to address issues and concerns that they may have and to give them the confidence to be able to make everyday journeys by bike. This may include:

- Training on how to ride safely in traffic (e.g. adult Bikeability)
- Education about how to undertake basic cycle maintenance and repairs (e.g. checking brakes, inflating tyres, oiling a chain, fixing punctures, etc)
- Dr Bike sessions where cyclists can get their bike checked and adjusted, and receive advice on any repairs that are needed
- Journey planning advice to help cyclists find routes to local destinations based on their particular needs (e.g. quietest or quickest routes)

6.34 In order to be most effective, programmes should seek to engage local businesses as well as borough residents.

6.35 We will:

- Work with Maidenhead Cycle Hub, cycle shops and other partners to develop a training and education programme for local cyclists – this should be scalable to reflect funding availability.

Marketing and Communications

6.36 Marketing and communications are vital for engaging existing and potential cyclists, understanding their needs, and informing them about schemes and initiatives that may be of interest and benefit to them.

6.37 In order to be effective the Council and its partners must engage their audiences via their preferred channels and provide information in their preferred formats. Wherever possible, content should be tailored to the needs of particular market segments.

6.38 We will:

- Hold regular meetings of the Cycle Forum
- Engage with existing and potential cyclists via social media
- Include regular articles on cycling in 'Around the Royal Borough'
- Provide cycling information on the Council's website
- Deliver road safety campaigns, supporting the national 'THINK!' campaigns, supplemented by local campaigns
- Deliver cycle security campaigns to help reduce instances of cycle thefts
- Promote national and local events that are designed to encourage more people to cycle (e.g. led bike rides, Workplace Cycle Challenge, Bike Week events, etc)

7. Funding

7.1 We will seek to make effective use of existing internal funding sources, including:

- Local Transport Plan Capital Programme
- Highways maintenance budgets
- Public health budgets
- Physical activity budgets
- Developer contributions

7.2 This will require joint working between different services areas.

7.3 We will also seek to make effective use of external funding sources, such as:

- Local major transport scheme funding
- Local Growth Deal funding
- Highways England funding
- Department for Transport funding (including Bikeability Grant)
- Funding for improvements at rail stations (e.g. Access for All, National Station Improvement Programme, and funding provided by train operating companies)
- Sport England / British Cycling funding

8. Monitoring

8.1 Regular monitoring is essential in order to track progress towards aims and objectives. The Royal Borough proposes to use a variety of performance indicators and monitoring tools, which are summarised in Table 8.1.

Table 8.1: Proposed performance indicators and monitoring tools

Indicator	Methodology	Frequency	Baseline
Changes in cycling trips	Before and after counts for major cycling schemes Cordon counts around Maidenhead and Windsor town centres	As required Annual	- Maidenhead: 1,452 trips Windsor: 2,409 trips (2015)
Percentage of cyclists who are female	Cordon counts around Maidenhead and Windsor town centres	Annual	Maidenhead: 20% Windsor: 14% (2015)
Cycling casualties on Royal Borough Roads	Police Stats 19 records	Annual	Killed: 0 Seriously Injured: 13 Slightly Injured: 46 (2014)
Cycling satisfaction score	NHT Benchmarking Survey	Annual	49.5 (2015)
Number of children receiving Bikeability training	Cycle instructor records	Annual	836 Children trained
Number of reported cycle thefts	Police crime reports	Annual	263 (2014/15)

Appendix 1: Area Profile - Ascot & the Sunnings

1. Description of the Area

The south of the borough comprises the following wards: Ascot and Cheapside; Sunninghill and South Ascot; and Sunningdale. The area is bounded by Windsor Great Park to the north, Bracknell Forest to the west and north-west and Surrey to the south and east.

2. Local Destinations

The following have been identified as the main cycling destinations within the local area:

Community:

- Ascot Durning Library
- Sunningdale Container Library
- Sunningdale Parish Offices
- Sunningdale Village Hall
- Sunninghill Library
- Sunninghill and Ascot Parish Offices
- The Hope Centre
- The Pavilion

Education:

- Charters School
- Cheapside Primary School
- Heathermount School (Special)
- Holy Trinity C of E Primary School
- Hurst Lodge School (Independent)
- Papplewick School (Independent)
- St Francis Catholic Primary School
- St George's School, Ascot (Independent)
- St Mary's School, Ascot (Independent)
- St Michael's C of E Primary School
- South Ascot Village Primary School
- Sunningdale School (Independent)
- The Marist Schools (Independent)

Employment:

- Ascot Racecourse
- South Ascot Industrial Estate

Leisure

- Ascot Racecourse
- Charters Leisure Centre
- Virginia Water
- Windsor Great Park

Shopping:

- Ascot Village Centre
- South Ascot Centre
- Sunninghill Village Centre
- Sunningdale Village Centre (including Waitrose superstore)

Transport:

- Ascot Station
- Sunningdale Station

Given that the area is virtually surrounded by neighbouring local authorities, cross-boundary links are important.

3. Existing Cycling Activity

There is little existing data on cycling activity levels within the area. [Strava Heat Maps](#) provide some indication as to cycling levels, but the data must be treated with a degree of caution, since the Strava smartphone apps tends to be used by sports cyclists rather than utility cyclists. Therefore, the results are not necessarily representative of everyday cycling activity.

Notwithstanding these caveats, the heat maps show that there are a number of routes that are currently well-used by cyclists, including many of the A and B roads:

- A30 London Road
- A329 London Road / High Street
- A330 Devenish Road / Brockenhurst Road / Station Hill
- A330 Hatchet Lane / Winkfield Road
- A332 Windsor Road
- B383 Broomhall Lane / Buckhurst Road / Sunningdale Road
- B3020 High Street / Bagshot Road

Minor roads that are well used include:

- Cheapside Road
- Coronation Road
- Mill Lane
- New Mile Ride
- Watersplash Lane

4. Existing Cycling Infrastructure

The area has little in the way of existing cycling infrastructure. The only cycle route is along the A329 London Road, from the Bracknell Boundary to Heatherwood Roundabout and up to Burleigh Road. This is being extended towards Ascot Town Centre with the existing crossing outside the racecourse reception upgraded to a toucan crossing.

Cycle parking is provided at the following locations:

- A329 London Road – bus stop opposite Heatherwood Hospital (west)
- Ascot High Street
- Ascot Station

- High Street, Sunninghill
- Sunningdale Station

5. Key Issues

The following issues have been identified from a desktop audit and previous correspondence:

- The area is crossed by a large number of main roads, including the A30, A329, A330, A332, B383, and B3020.
- A lack of available highway land is a key constraint to providing more cycle routes.
- There are few through routes in the area, which makes it difficult to create filtered permeability for cyclists.
- Charters School and Leisure Centre is surrounded by busy main roads and is particularly challenging to cycle to.
- There are no cross-boundary cycle routes.
- All routes through the Great Park are closed to cyclists after dark, which means that they cannot be used for commuting in winter.
- Ascot Racecourse and Windsor Great Park are major visitor destinations, and roads can be heavily trafficked outside of the traditional commuter peak hours.
- Visitor numbers to the Great Park have increased considerably in recent years, reaching 4 million per year. The area is very popular with cyclists and there is significant conflict between cyclists and other visitors at weekends and public holidays.
- Much of Windsor Great Park is affected by environmental designations, including Special Area of Conservation and Sites of Special Scientific Interest – these limit the potential for additional cycle routes to Windsor and to The Lookout in Bracknell.
- Crown Estate owns many of the highway verges alongside public roads through the Great Park, which restricts where cycle routes can be constructed.
- The lack of cycling infrastructure means that cycling trips are low for commuting and education purposes.
- There is no cycle parking serving local shops in South Ascot and Sunningdale.
- There are few major developments planned for the area that will provide / fund new cycle facilities.

6. Road Safety

The following cyclist casualties have been recorded in the area during the five years 2009 - 2013:

- 0 fatal
- 3 serious
- 17 slight casualties.

The following locations have clusters of three or more casualties:

- A329 London Road / A332 Windsor Road / A329 High Street / A332 Kings Ride (Heatherwood Roundabout).

The following schools have taken part in Bikeability during the 2015/16 academic year:

- Charters
- Holy Trinity Primary School
- St Francis Primary School
- St Michael's Primary School

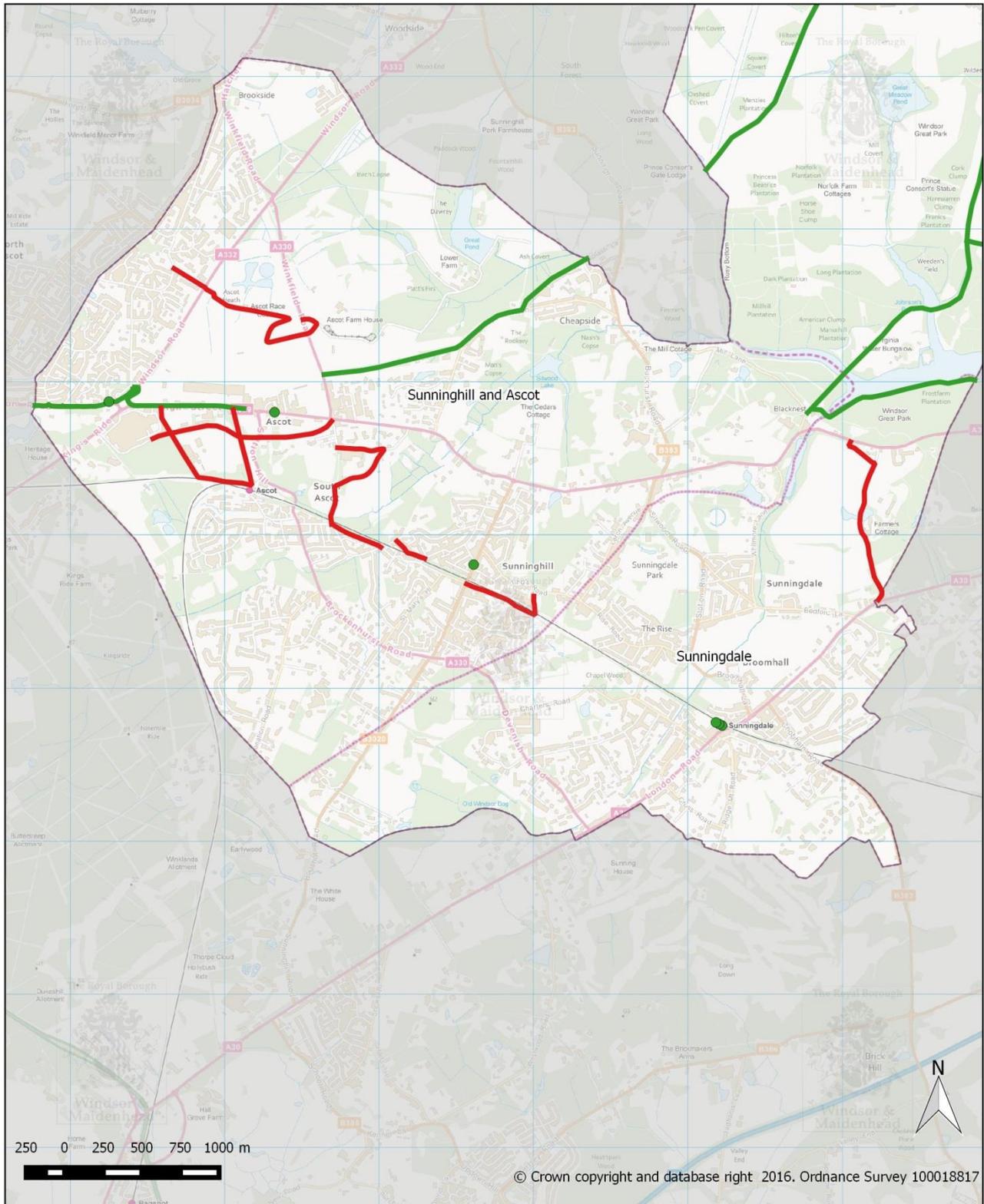
- South Ascot Village School.

7. Action Plan

A number of potential actions have been identified to respond to the issues identified in the audit. These will be consulted upon internally and with key stakeholders including ward members, parish councils, the neighbourhood plan group, the cycle forum, and neighbouring local authorities.

Action	Responsibility	Deliverability	Cost
1. Encourage local schools to take part in the Bikeability training programme.	Transport Policy	✓✓✓	£
2. Install cycle parking at Chobham Road shops	Transport Policy	✓✓✓	£
3. Install cycle parking at South Ascot shops	Transport Policy	✓✓✓	£
4. Upgrade the surface on Wells Lane (Sunninghill Byway 23)	Transport Policy / PRoW	✓✓✓	££
5. Install toucan crossing on A329 High Street opposite the Racecourse reception.	Transport Policy	✓✓✓	££
6. Investigate upgrading (Sunninghill Footpath 10)	Transport Policy / PRoW	✓✓	££
7. Upgrade Exchange Road to provide a cycle route connecting both ends (Byway 35)	Transport Policy / PRoW	✓✓	££
8. Upgrade the surface on Sunningdale Bridleway 1	Transport Policy / Surrey CC	✓✓	££
9. Liaise with Ascot Racecourse regarding a possible cycle route across the racecourse between Kennel Avenue and the golf course	Transport Policy / PRoW	✓	££
10. Liaise with adjacent landowners re construction of a cycle route to Charters School / Leisure Centre	Transport Policy / Ascot & Sunnings Neighbourhood Plan Group	✓	£££
11. Secure a cycle route between High Street, Sunninghill and King's Corner as part of the gas holder site redevelopment.	Highways Development Control	✓	£££

Figure 1: Ascot, Sunninghill and Sunningdale



Map of Existing and Proposed Cycle Routes and Cycle Parking Sites in Ascot and the Sunnings

Legend

- Existing cycle parking sites
- Proposed cycle parking sites
- Existing RBWM cycle network
- Proposed cycle routes
- National Cycle Network

Appendix 2: Area Profile: Bisham and Cookham

1. Description of the Area

Bisham and Cookham are the most northerly parishes in the borough. They are predominantly rural in nature, incorporating the settlements of Bisham, Burchetts Green (part), Cookham Dean, Cookham Rise and Cookham.

2. Local Destinations

The following have been identified as the main cycling destinations within the local area:

Community:

- Cookham Dean Village Hall
- Cookham Library
- Pinder Hall

Education:

- Bisham CE Primary School
- Cookham Dean C.E. Aided Primary School
- Cookham Rise Primary School
- Holy Trinity C of E Primary School
- The Herries Preparatory School

Employment /Business:

- Moor Hall, Cookham
- The Odney Club, Cookham

Sports / Leisure:

- Bisham Abbey National Sports Centre
- River Thames (Cookham and Bisham)
- Stanley Spencer Gallery, Cookham

Shopping:

- Cookham Village Centre
- Cookham Rise Village Centre
- Stubbings Garden Centre

Transport Interchanges:

- Cookham Station

Cross-boundary links are important for communities in the north of the borough, since in some cases residents are closer to Marlow and Bourne End than they are to Maidenhead.

Since there are no secondary schools in the area, pupils must travel to schools in Maidenhead, Marlow and Bourne End.

3. Existing Cycling Activity

There is little existing data on cycling activity levels within the area. [Strava Heat Maps](#) provide some indication as to cycling levels, but the data must be treated with a degree of caution, since the Strava

smartphone apps tends to be used by sports cyclists rather than utility cyclists. Therefore, the results are not necessarily representative of everyday cycling activity.

Notwithstanding these caveats, the heat maps show that there are a number of routes that are currently well-used by cyclists, including all of the A and B roads:

- A308 Marlow Road
- A4130 Henley Road
- A4094 Sutton Road / Sheet Street Road
- B4447 High Street / The Pound / Maidenhead Road / Cannondown Road / Switchback Road North

Minor roads that are well used include:

- Bisham Road
- Temple Lane
- Quarry Wood Road
- Winter Hill / Terry's Lane
- Dean Lane
- Lower Road
- Grubwood Lane / Hockett Lane / Winter Hill Road
- Hills Lane / Spring Lane
- Choke Lane / Long Lane
- Henley Road

4. Existing Cycling Infrastructure

The permitted cycle route between Maidenhead and Cookham Rise forms part of [National Cycle Network Route 50](#), which was conceived as a long-distance cycle route between Maidenhead and Winslow. However, the path has been made all but impassable for cyclists and pedestrians with pushchairs and wheelchairs, because the landowner has welded bars across the cycle gates at various locations across the route in order to keep out mini motorbikes. Now, only bikes of a particular size and shape can get through. The landowner refuses to remove them and the council has no powers to make him do so, since it is a permitted path rather than a cycle track or public right of way.

Other local routes include the shared use footway / cycleway that runs along the east side of Switchback Road North and Cannondown Road, which provides a link between Maidenhead and Cookham Rise.

There is also a signed quiet route between Maidenhead and Hurley via Dungrove Hill Lane and Hurley Lane, which crosses the A404 via an underpass.

Public cycle parking has been provided at Cookham Station.

Few of the destinations identified in Section 2 are served by the current cycle route network. However, there are 20 mph speed limits through The Pound, on High Road outside Cookham Rise Primary School and on School Lane outside Holy Trinity C of E Primary School in Cookham. An advisory 20 mph is proposed for Bisham Road / Marlow Road supported by flashing lights at the start and end of the school day.

5. Key Issues

The following issues have been identified from a desktop audit and previous correspondence:

- NCN50 is inaccessible for the majority of cyclists due to the barriers welded across the gates.

- The existing cycle route between Cookham Rise and Maidenhead does not link through to the centre of either settlement.
- Although there are some pleasant, quiet lanes in the area, there are few dedicated cycle routes, which may deter people from making for local journeys by bike.
- Some local lanes are heavily used by motorists during peak periods. This makes them unattractive for commuter cycling.
- Cross-boundary cycling links are poor – neither Cookham Bridge nor Marlow Bridge has provision for cyclists. Traffic signals do not allow cyclists to clear Cookham Bridge before a green signal is given to opposing traffic. Both bridges are listed structures, which limits opportunities for providing parallel / cantilevered cycle bridges.
- The area is crossed by a number of main roads, including the A308, A404, A4094 and A4130, which are heavily trafficked and difficult to cross, presenting major barriers to cycling. The Bisham Roundabout junction of the A308 / A404 is particularly hazardous for cyclists.
- Few children / young people currently cycle to school / college, which may be due to the lack of protected cycle routes.
- There is currently no cycle parking at Cookham Dean Primary School and cycle parking at Cookham Rise Primary School is poorly located.
- There is no cycle parking serving the shops in Cookham and Cookham Rise, nor at Cookham Library.
- Despite not being permitted, cycling on the Thames Path and parallel public footpaths is commonplace, particularly between Temple and Hurley.
- A lack of available highway land is a key constraint to providing more cycle routes.
- Previous attempts to introduce cycle routes in the area have been unsuccessful due to objections from parish councils and local landowners.
- Some bridleways and byways are unsurfaced and are therefore unsuitable for utility cycling trips.
- The small size of local communities and the low numbers of cyclists make it hard to achieve high cost benefit ratios for major cycling investment in the area.
- There are few major developments planned for the area that will provide / fund new cycle facilities.
- Park Wood, The Hockett, Quarry Wood, Long Copse and Coney Copse are being used extensively for mountain biking, including paths that are not currently designated as public rights of way and those that are designated only as public footpaths.

6. Road Safety

The following cyclist casualties have been recorded in the area during the five years 2009 - 2013:

- Zero fatal
- Three serious
- Three slight casualties.

Two of the above casualties occurred at the Bisham Roundabout at the junction of the A404 / A308.

The following schools have taken part in Bikeability during the 2015/16 academic year:

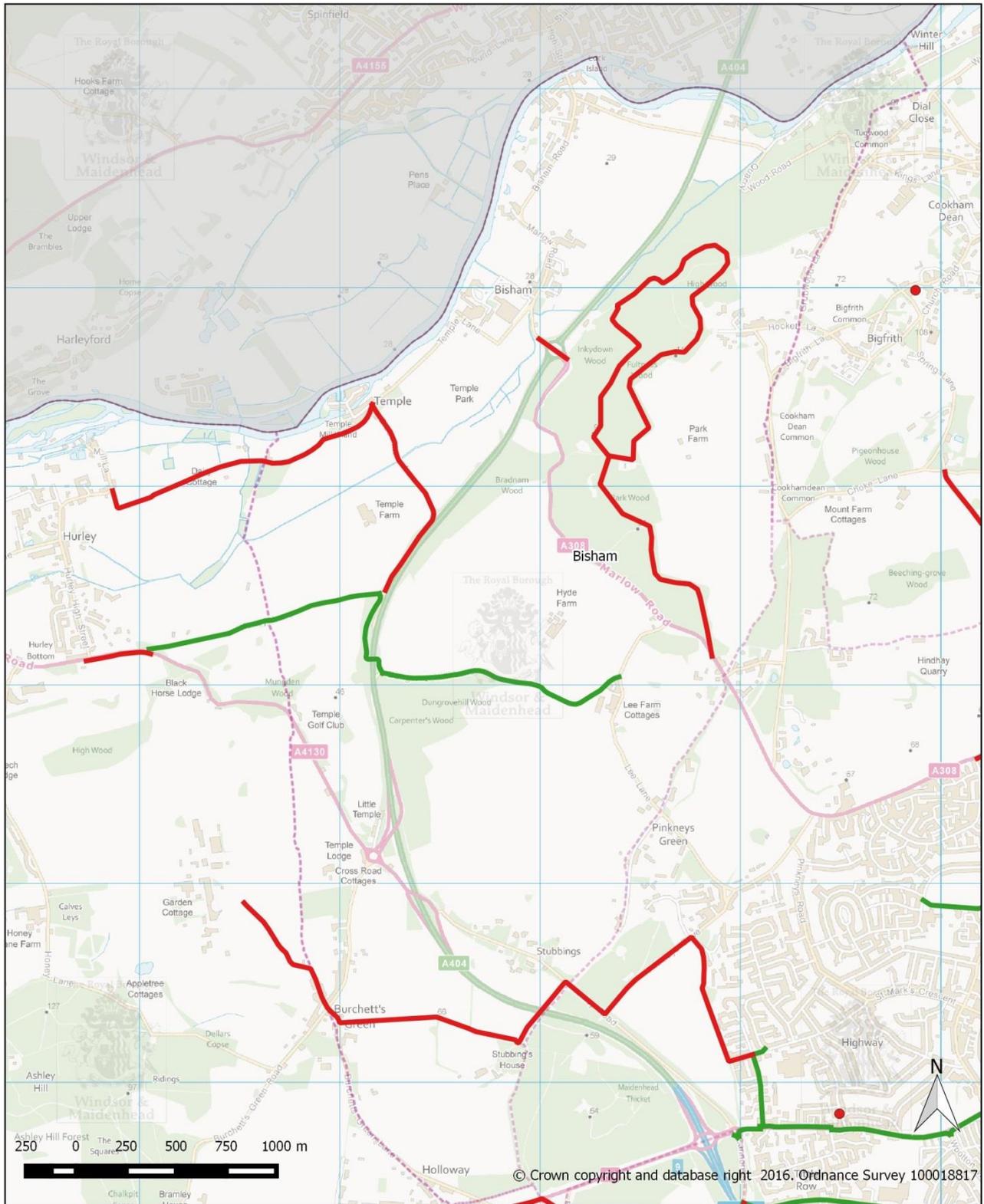
- Cookham Dean CE Primary School
- Cookham Rise Primary School
- Holy Trinity C of E Primary School.

7. Action Plan

A number of potential actions have been identified to respond to the issues identified in the audit. These will be consulted upon internally and with key stakeholders including ward members, parish councils, the neighbourhood plan group, the cycle forum, and neighbouring local authorities.

Action	Responsibility	Deliverability	Cost
1. Encourage local schools to take part in the Bikeability training programme.	Transport Policy	✓✓✓	£
2. Improve direction signing on existing cycle routes.	Transport Policy	✓✓✓	£
3. Install cycle parking in Cookham and Cookham Rise village centres and at Cookham Library.	Transport Policy	✓✓✓	£
4. Relocate / upgrade cycle parking at Cookham Rise Primary School	Transport Policy	✓✓✓	££
5. Liaise with landowners regarding a new cycle link between Hurley Lane and Bradenham Lane.	Transport Policy / Public Rights of Way	✓✓	££
6. Liaise with landowners regarding the potential for cycle access between Hurley and Bisham along Temple Lane.	Transport Policy / Public Rights of Way	✓✓	££
7. Liaise with Highways England to secure improvements for cyclists as part of the Bisham Roundabout improvements.	Traffic Management & Road Safety	✓✓	£££
8. Liaise with landowners regarding cycle links between Maidenhead, Cookham, Cookham Rise and Cookham Dean, as well as possible connections to Bourne End.	Transport Policy / Public Rights of Way	✓✓	£££
9. Liaise with local landowners regarding the potential for establishing formal mountain bike trails in Park Wood, The Hockett, Quarry Wood, Long Copse and Coney Copse.	Transport Policy / Public Rights of Way	✓	£££
10. Investigate the potential for a new cycle route between BCA and Maidenhead.	Transport Policy / Public Rights of Way	✓	£££
11. Liaise with landowners regarding construction of a new cycle route parallel to the A4094 between Maidenhead and Cookham as an alternative to NCN50.	Transport Policy / Public Rights of Way	✓	£££

Figure 1: Bisham and Cookham (West)

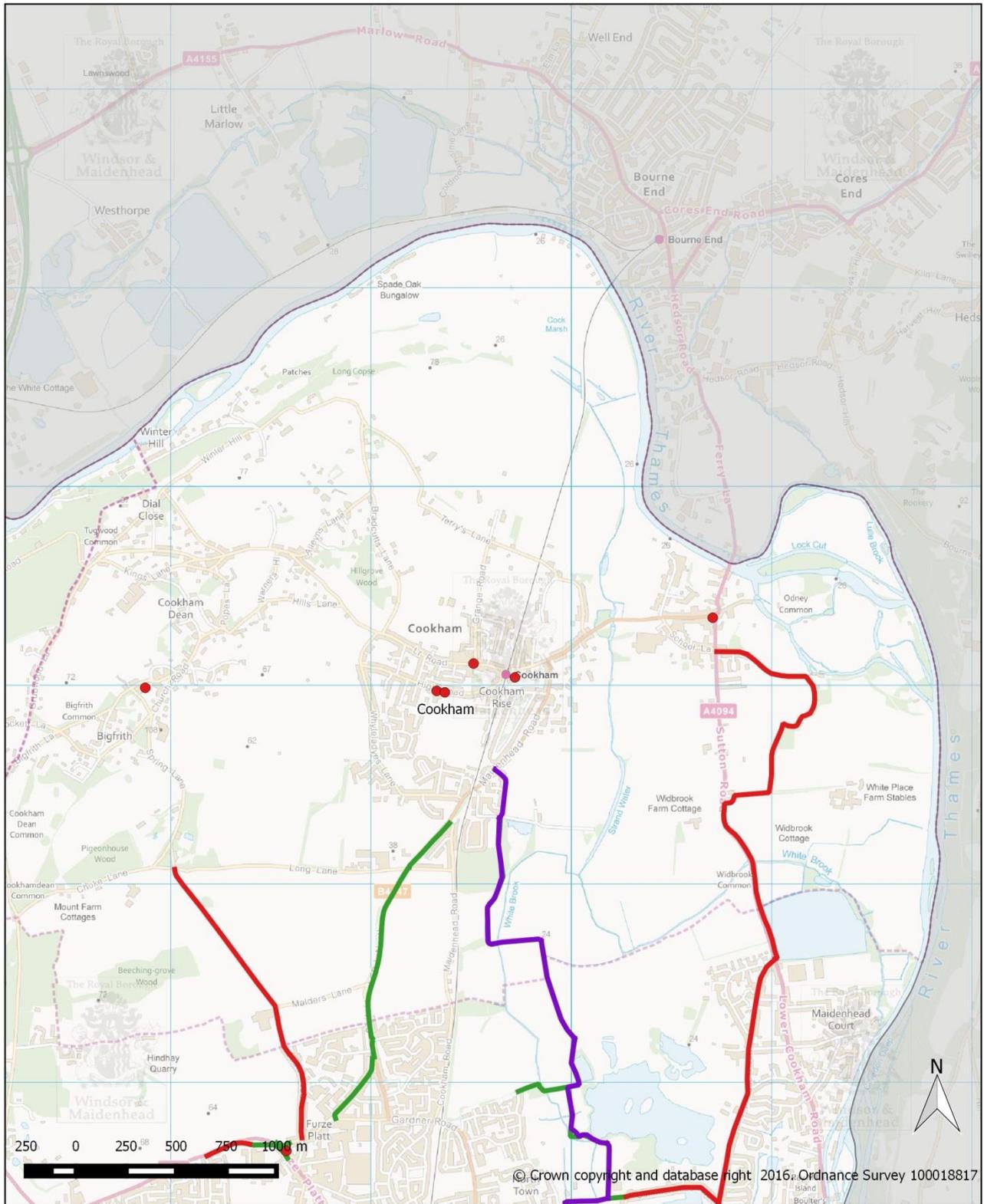


Map of Existing and Proposed Cycle Routes and Cycle Parking Sites in Bisham and Cookham

Legend

- Existing cycle parking sites
- Proposed cycle parking sites
- Existing RBWM cycle network
- Proposed cycle routes
- National Cycle Network

Figure 2: Bisham and Cookham (East)



Map of Existing and Proposed Cycle Routes and Cycle Parking Sites in Bisham and Cookham

Appendix 3: Area Profile - Bray

1. Description of the Area

Bray Parish occupies the area to the south of the River Thames between Maidenhead and Windsor. It incorporates the settlements of Bray, Holyport, Moneyrow Green, Touchen End, Paley Street (part), Fifield, Oakley Green, and the western fringe of Windsor.

2. Local Destinations

The following have been identified as the main cycling destinations within the local area:

Community:

- Bray Village Hall
- Holyport Village Hall

Education:

- Alexander First School
- Braywick Court School
- Braywood C of E First School
- Holyport C of E Primary School
- Holyport College

Employment:

- Prior's Way Industrial Estate

Leisure

- Bird Hills Golf Centre
- Bray Lake Water Sports
- Bray Village Centre
- Braywick Park
- River Thames

Shopping:

- Holyport Village Centre
- Squires Garden Centre
- Tithe Barn Shops
- Wyevale Garden Centre

Cross-boundary links are important for local communities (e.g. Bracknell is a major centre of employment).

Most secondary school pupils travel outside the parish to attend schools in Maidenhead or Windsor.

3. Existing Cycling Activity

There is little existing data on cycling activity levels within the area. [Strava Heat Maps](#) provide some indication as to cycling levels, but the data must be treated with a degree of caution, since the Strava smartphone apps tends to be used by sports cyclists rather than utility cyclists. Therefore, the results are not necessarily representative of everyday cycling activity.

Notwithstanding these caveats, the heat maps show that there are a number of routes that are currently well-used by cyclists, including all of the A and B roads:

- A308 Windsor Road
- A330 Ascot Road
- B3024 Forest Green Road / Oakley Green Road
- B3028 Bray Road / Upper Bray Road

Minor roads that are well used include:

- Harvest Hill Road
- Hibbert Road
- Old Mill Lane / Monkey Island Lane
- Holyport Road
- Moneyrow Green
- Drift Road
- Fifield Lane
- Fifield Road

It should be noted that Drift Road is a popular route for cycle racing including time trials and triathlon events, as well as mass participation / charity bike rides.

4. Existing Cycling Infrastructure

The area is crossed by [NCN4](#), which is a long-distance cycle route between London and Fishguard, via Reading, Bath, Bristol, Swansea, Carmarthen, Tenby, Haverfordwest and St David's. It also forms part of the [London to Land's End](#) long-distance cycle route that is becoming increasingly popular with British and European cycle tourists.

NCN4 also provides local links between Maidenhead, Bray and Windsor. The route mostly follows quiet roads, such as Monkey Island Lane, and surfaced public rights of way, such as The Green Way through Braywick Park. It crosses the Thames into Buckinghamshire via Monkey Island Bridge.

There is also a shared use path along the northern side of the A308 that connects Maidenhead and Windsor.

Public cycle parking has been provided at the following locations:

- Braywick Nature Centre

Few of the destinations identified in Section 2 are served by the current cycle route network. However, the following areas are traffic calmed and subject to a 20 mph speed limits:

- Guards Road (on the approach to Alexander First School)
- Bray Road (within the village centre)

An advisory 20 mph speed limit has been introduced on Oakley Green Road, with flashing lights that operate at the start and end of the school day. A similar scheme is proposed for Holyport C of E Primary School and will be implemented shortly.

5. Key Issues

The following issues have been identified from a desktop audit and previous correspondence:

- There are few dedicated cycle routes, which may deter people from making local journeys by bike.

- The width of the footway / cycleway along the north side of the A308 is very narrow, which makes it difficult for cyclists to pass other path users. There is also limited visibility between cyclists and motorists emerging from side-roads and numerous private accesses, which has led to several (damage only) collisions. It also has numerous level changes, which makes cycling uncomfortable, and cyclists frequently have to give way at side roads. As a result, many cyclists choose to remain on-carriageway.
- Cross-boundary cycle links to Bracknell are poor.
- The area is crossed by a number of main roads, including the A308, A330, B3024, B3028 and B3383, which are heavily trafficked with significant numbers of HGV movements. As such, they present significant barriers to cycling.
- Cyclists using the A308 and A330 at peak times cause significant congestion due to the narrowness of the roads, the volume of traffic and a lack of overtaking opportunities.
- Many rural roads are used as cut-throughs by motorists during peak periods. This makes them unattractive for commuter cycling.
- Inappropriate traffic speeds on some routes can cause problems for cyclists (e.g. Drift Road).
- Very few children / young people currently cycle to school / college due to the lack of protected cycle routes.
- Although NCN4 is waymarked, there are few destination signs at key junctions.
- There is no cycle parking serving Holyport Village Centre or the Tithe Barn shops.
- A lack of available highway land is a key constraint to providing more cycle routes.
- There are no cycle bypasses for the traffic calming in Bray Village.
- Some bridleways and byways are unsurfaced and are therefore unsuitable for utility cycling trips.
- It can be difficult to achieve high cost benefit ratios for major cycling investment to serve some of the more rural communities.

6. Road Safety

The following cyclist casualties have been recorded in the area during the five years 2009 - 2013:

- Zero fatal
- Ten serious
- Fourteen slight casualties.

Locations with more than one incident included:

- Braywick roundabout (2 serious and 3 slight casualties)
- A308 Braywick Road / Harvest Hill Road (1 serious and 1 slight casualty)
- A308 Windsor Road / Holyport Road (2 slight casualties)
- B3024 Oakley Green Road, near Braywood School (1 serious and 1 slight)
- Drift Road / Fified Lane (2 slight casualties)
- Drift Road north of Winkfield Lane (3 serious*)

*All three cyclists were involved in the same incident and were taking part in a competitive cycling event.

None of the schools in Bray have taken part in Bikeability during the 2015/16 academic year.

7. Action Plan

A number of potential actions have been identified to respond to the issues identified in the audit. These will be consulted upon internally and with key stakeholders including ward members, parish councils, the neighbourhood plan group, the cycle forum, and neighbouring local authorities.

Action	Responsibility	Deliverability	Cost
1. Encourage local schools to take part in the Bikeability training programme.	Transport Policy	✓✓✓	£
2. Provide cycle parking at Holyport Village Centre and Tithe Barn shops	Transport Policy	✓✓✓	£
3. Improve direction signing on existing cycle routes.	Transport Policy	✓✓✓	£
4. Continue to support the use of Drift Road for sports cycling events / mass participation rides.	Traffic Management & Road Safety	✓✓✓	£
5. Introduce an advisory 20 mph speed limit around Holyport C of E Primary School.	Traffic Engineering	✓✓	££
6. Investigate options for upgrading Bray Bridleways 23, 29 and 64 to improve the cycle route between Maidenhead and Bracknell.	Transport Policy / Public Rights of Way	✓✓	££
7. Replace Bray Bridge with a new structure incorporating a protected cycling and pedestrian route.	Transport Policy	✓✓	£££
8. Liaise with local landowners / developers to secure land necessary to widen the A308 shared use footway / cycleway between Fifield and Windsor.	Transport Policy / Highways Development Control	✓	£££
9. Provide an alternative to the A308 cycle route between Monkey Island Lane and The Bingham via Monkey Island Lane and Hibbert Road.	Transport Policy	✓	£££

Appendix 4: Area Profile - Datchet

1. Description of the Area

Datchet is situated on the north side of the River Thames to the east of Windsor. It is adjacent to Slough, which is an important destination for commuting, education and retail journeys. Datchet Station lies on the Windsor to London Waterloo railway line.

2. Local Destinations

The following have been identified as the main cycling destinations within the local area:

Community:

- Datchet Library
- Datchet Village Hall

Education:

- Churchmead School
- Datchet St Mary's C of E Primary School

Employment:

- Datchet Village Centre
- Ditton Park

Leisure

- Jubilee River
- Liquid Leisure
- Upton Court Park (including BMX track)

Shopping:

- Datchet Village Centre

Transport:

- Datchet Station

Cross-boundary links are important for local communities, with many people cycling to Slough and Langley for commuting purposes.

There are significant numbers of young people living in Datchet who attend secondary schools in Windsor and Slough / Langley.

3. Existing Cycling Activity

[Strava Heat Maps](#) provide some indication as to cycling levels in other parts of the parish, but the data must be treated with a degree of caution, since the Strava smartphone apps tends to be used by sports cyclists rather than utility cyclists. Therefore, the results are not necessarily representative of everyday cycling activity.

Notwithstanding these caveats, the heat maps show that there are a number of routes that are currently well-used by cyclists, including:

- B376 Slough Road / Horton Road
- B470 Windsor Road / London Road / Major's Farm Road
- B3021 Southlea Road
- B3026 Eton Road
- High Street
- Queen's Road
- Riding Court Road
- The Myrke
- Upton Court Park

4. Existing Cycling Infrastructure

[National Cycle Network Route 61](#) crosses the northern edge of Datchet ward. This is a long-distance cycle route that connects Maidenhead to Hatfield, Welwyn Garden City, and Hertford. It follows the Jubilee River as far as The Myrke before crossing the B376 Slough Road into Upton Park.

There is a cycle track / shared use path along the south side of the B376 Horton Road between Litchfield Road and the village centre.

There is a shared use path along the south side of the B470 Major's Farm Road between Ditton Road and the borough boundary. This route crosses the Borough boundary to link into Slough's cycle route network via the A4.

There is also a cycle track that runs through Ditton Park, where access is permitted and maintained by the site owner, Computer Associates.

Public cycle parking has been provided at the following locations:

- Datchet Station

A number of the destinations identified in Section 2 are served by the current cycle route network.

Also, Datchet village centre is traffic calmed with speed cushions and subject to a 30 mph speed limit.

5. Key Issues

The following issues have been identified from a desktop audit, site visits and previous correspondence:

- Cycle links to / from Datchet Village Centre are poor.
- There is no direct cycle link to Windsor.
- NCN 61 and the route through Ditton Park are predominantly leisure routes – they are mostly unlit and are therefore unsuited to winter commuting.
- The cycle route alongside B470 Major's Farm Road is partially obstructed by an earth embankment that has been installed to prevent illegal Gypsy encampments in the adjacent field.
- A lack of available highway land is a key constraint to providing more cycle routes.
- The bridges over the River Thames are key pinch points.
- The village green has protected status.
- There is very little cycle parking anywhere within the village.

6. Road Safety

The following cyclist casualties have been recorded in the area during the five years 2009 - 2013:

- Zero fatal
- Two serious
- 23 slight casualties.

Locations with more than one incident included:

- B376 Slough Road / B470 The Green / B470 High Street (3 slight casualties)
- B470 Windsor Road / Queen's Road (3 slight casualties)
- B470 Major's Farm Road / Ditton Road (2 casualties)

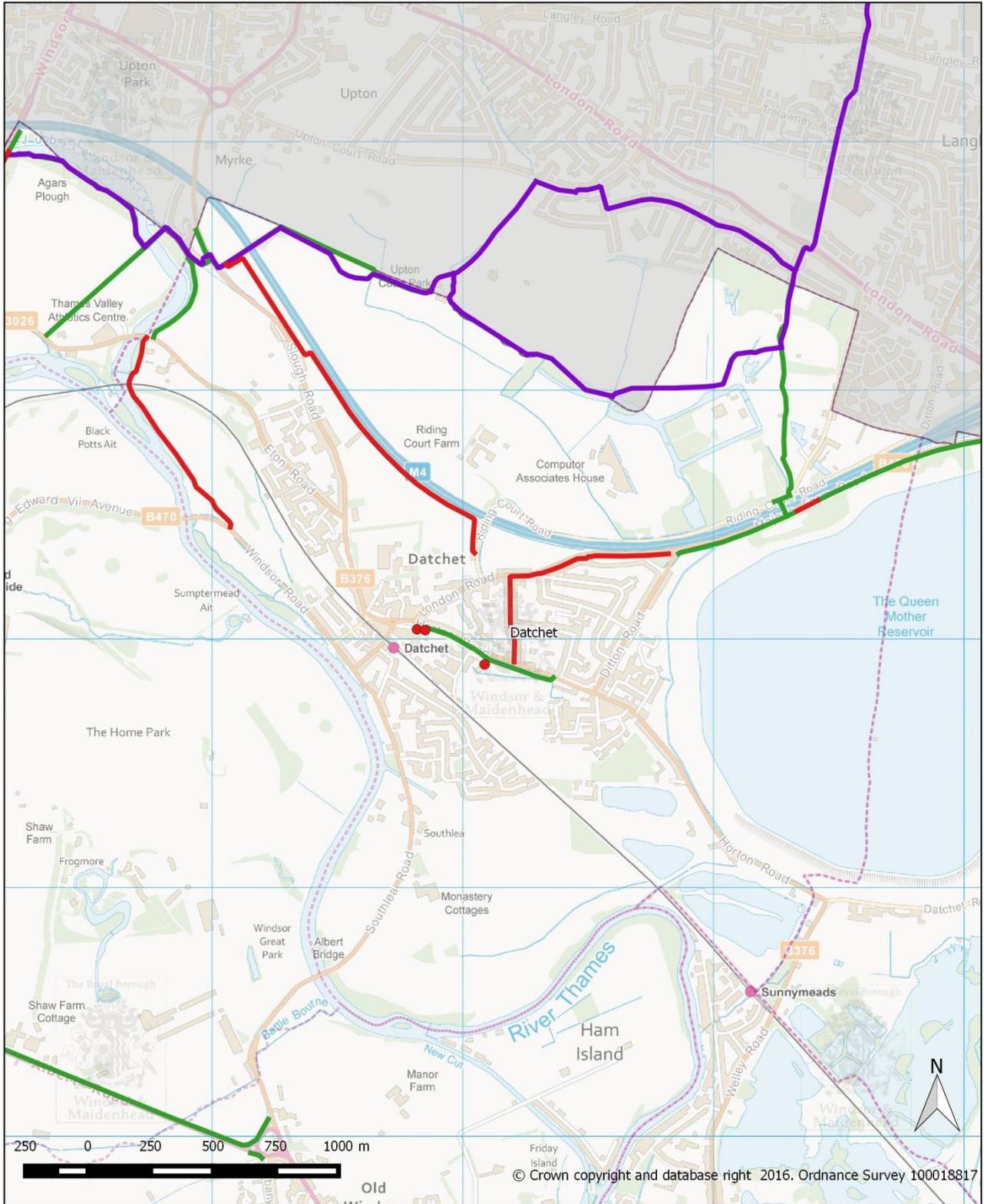
Datchet St Mary's C of E Primary School took part in the Bikeability programme in 2015/16.

7. Action Plan

A number of potential actions have been identified to respond to the issues identified in the audit. These will be consulted upon internally and with key stakeholders including ward members, parish councils, the neighbourhood plan group, the cycle forum, and neighbouring local authorities.

Action	Responsibility	Deliverability	Cost
1. Encourage local schools to take part in the Bikeability training programme.	Transport Policy	✓✓✓	£
2. Install cycle parking in Datchet Village Centre	Transport Policy	✓✓✓	£
3. Install cycle parking at Datchet Library	Transport Policy	✓✓✓	£
4. Install cycle parking at Datchet Village Hall	Transport Policy	✓✓✓	£
5. Construct a new cycle route along the south side of B470 between Ditton Road and Lawn Close	Transport Policy	✓✓	££
6. Address the issue with the earth embankment alongside B470 Major's Farm Road	Transport Policy	✓✓	££
7. Investigate the potential for permitting cycle access on Footpath 3 between B470 Windsor Road and B3026 Eton Road	Transport Policy & Public Rights of Way	✓	££

Figure 1: Datchet



Map of Existing and Proposed Cycle Routes and Cycle Parking Sites in Datchet

Legend

- Existing cycle parking sites
- Proposed cycle parking sites
- Existing RBWM cycle network
- Proposed cycle routes
- National Cycle Network

Appendix 5: Area Profile - Eton & Eton Wick

1. Description of the Area

The town of Eton and the village of Eton Wick are situated on the northern side of the River Thames. Eton is a key shopping and visitor destination that enjoys close links with Windsor, while Eton Wick has a number of shops and other facilities that serve the needs of local residents.

2. Local Destinations

The following have been identified as the main cycling destinations within the local area:

Community:

- Eton Library
- Eton Wick Library
- Eton Wick Village Hall

Education:

- Eton Porny C of E First School
- Eton Wick C of E First School

Employment:

- Eton College
- Eton Town Centre

Leisure:

- Jubilee River
- River Thames
- Thames Valley Athletics Centre

Shopping:

- Eton Town Centre
- Eton Wick Village Centre

Cross-boundary links are important for local communities, with many people cycling between Slough and Windsor for commuting purposes.

Since there are no secondary schools (other than Eton College) in the area, secondary school pupils must travel to schools in Windsor, Datchet or Slough.

Also, Dorney Lake in South Buckinghamshire is a popular recreational cycling destination.

3. Existing Cycling Activity

An annual cordon count is undertaken around Windsor town centre each year – the results consistently show that Windsor Bridge is the most popular cycling route to / from Windsor town centre followed by Barry Avenue.

[Strava Heat Maps](#) provide some indication as to cycling levels in other parts of the parish, but the data must be treated with a degree of caution, since the Strava smartphone apps tends to be used by sports cyclists

rather than utility cyclists. Therefore, the results are not necessarily representative of everyday cycling activity.

Notwithstanding these caveats, the heat maps show that there are a number of routes that are currently well-used by cyclists, including:

- B3022 Slough Road
- B3026 Eton Wick Road
- B3026 Pcocks Lane
- High Street, Eton
- Brocas Street
- Atherton Court
- Eton Court
- NCN4 Thames Path / Meadow Lane
- NCN61 Jubilee River
- NCN461 Eton to Slough alongside railway viaduct

4. Existing Cycling Infrastructure

The area is crossed by [NCN4](#), which is a long-distance cycle route between London and Fishguard, via Reading, Bath, Bristol, Swansea, Carmarthen, Tenby, Haverfordwest and St David's. It also forms part of the [London to Land's End](#) long-distance cycle route that is popular with British and European cycle tourers. NCN4 also provides local links to Dorney Lake, Bray, Maidenhead and Windsor Great Park. The route follows the Thames Path from Eton Wick and enters Eton via Meadow Lane and Brocas Lane, before crossing Windsor Bridge, which is closed to motor traffic.

[NCN61](#) connects Maidenhead to Hatfield, Welwyn Garden City, and Hertford. It follows the Jubilee River between the A4 / Berry Hill junction and Upton Court Park.

[NCN461](#) connects Windsor to Slough and Farnham Common - the path runs alongside the railway viaduct between Eton and the boundary with Slough and was upgraded as part of the preparations for the London 2012 Olympic and Paralympic Games.

There are shared use footway / cycleways along both sides of Slough Road between Eton College and Pcocks Lane and on the east side from Pcocks Lane to the borough boundary.

There is a permitted cycle track that runs parallel to Eton Wick Road between the railway viaduct and Eton Wick and another between Eton Wick Road and the Thames Path. Cycling is also permitted on the bridleways across South Field.

Cycling is permitted on Public Footpath 36 between Pcocks Lane and the Jubilee River, past Thames Valley Athletics Centre, with a toucan crossing on Pcocks Lane.

Public cycle parking has been provided at the following locations:

- Eton Court
- High Street, Eton
- Princes Close, Eton Wick
- Thames Valley Athletics Centre
- Windsor Bridge

Many of the destinations identified in Section 2 are served by the current cycle route network.

In addition, Eton Wick Road is traffic calmed with speed cushions and subject to a 30 mph speed limit through the village, while Eton Wick C of E First School has a 20 mph speed limit in force along Sheepcote Road. There is also a 20 mph speed limit in force across most of Eton Town Centre.

5. Key Issues

The following issues have been identified from a desktop audit, site visits and previous correspondence:

- Cyclists regularly ignore the one-way restriction that is in force on High Street, Eton. This is the cause of numerous complaints.
- The cycle track alongside Eton Wick Road does not continue as far as Eton town centre.
- NCN4 / 61 / 461 are predominantly leisure routes. They are mostly unlit and therefore unsuited to winter commuting.
- The shared use paths on B3022 Slough Road are of a substandard width, with street lights and traffic signs causing obstructions.
- The permitted cycle tracks across South Field are very narrow.
- A lack of available highway land is a key constraint to providing more cycle routes.
- Roads such as Eton Wick Road and Pockocks Lane are heavily trafficked during peak periods. This makes them unattractive for commuter cycling.
- Although NCN routes are waymarked, with destination signs at some junctions, the routes would benefit from additional signage, particularly on Slough Road.
- While there is cycle parking on Princes Court to serve the shops on the south side of Eton Wick Road, there is no cycle parking to serve the shops on the north side.
- There is no cycle parking at Eton Wick library and the village hall, and inadequate cycle parking at the social club and football club.
- There is limited cycle parking in Eton Town Centre.
- Some bridleways are unsurfaced and are therefore unsuitable for utility cycling trips.
- Some sections of the riverside route (footpath 1) are semi-flooded or badly puddled after rain, especially in the area around Long Bridge.
- Illegal cycling regularly occurs across The Brocas.

6. Road Safety

The following cyclist casualties have been recorded in the area during the five years 2009 - 2013:

- Zero fatal
- Zero serious
- Fourteen slight casualties.

Locations with more than one incident included:

- Slough Road / Pockocks Lane (4 slight casualties)
- High Street / Keats Lane (2 slight casualties)

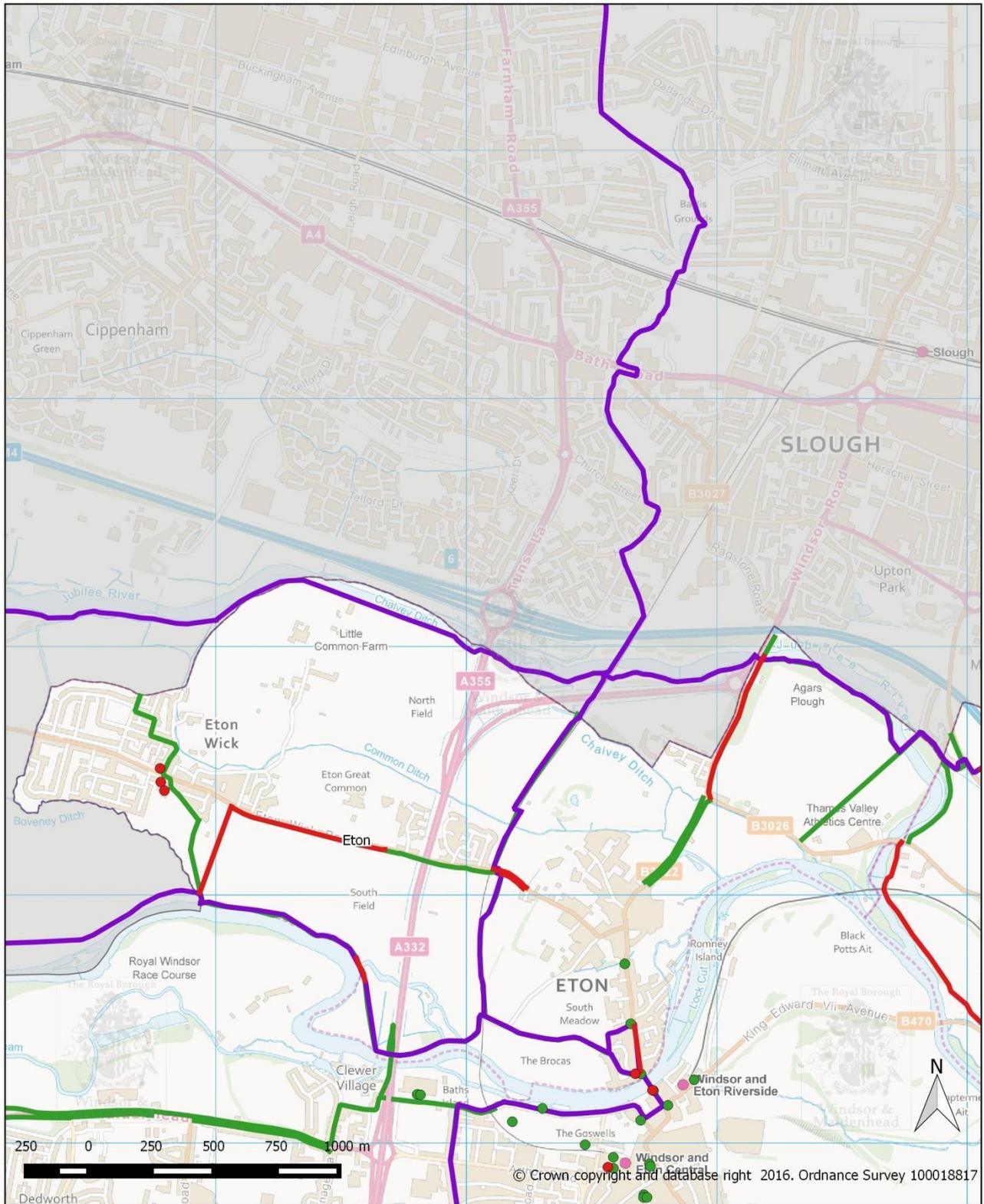
Neither of the local schools took part in the Bikeability programme in the current financial year.

7. Action Plan

A number of potential actions have been identified to respond to the issues identified in the audit. These will be consulted upon internally and with key stakeholders including ward members, parish councils, the neighbourhood plan group, the cycle forum, and neighbouring local authorities.

Action	Responsibility	Deliverability	Cost
1. Encourage local schools to take part in the Bikeability training programme.	Transport Policy	✓✓✓	£
2. Improve direction signing on B3022 Slough Road	Transport Policy/ Slough Borough Council	✓✓✓	£
3. Provide cycle parking at Eton Wick shops, village hall / library and the social / football club.	Transport Policy	✓✓✓	£
4. Improve drainage / surfacing along footpath 1 around Long Bridge (Thames Path).	Public Rights of Way	✓✓✓	££
5. Provide cycle parking in Eton High Street / The Brocas and remove the cycle parking on Eton Bridge	Transport Policy	✓✓	££
6. Consult on exempting cyclists from the one-way restriction on High Street, Eton, possibly as part of a wider review of traffic and parking restrictions.	Transport Policy/ Traffic Management & Road Safety	✓✓	££
7. Consult Eton College about extending the cycle route along Eton Wick Road between the railway viaduct and the edge of Eton.	Transport Policy	✓✓	££
8. Consult Eton College about widening the cycle routes through South Field.	Transport Policy/ Public Rights of Way	✓✓	££
9. Widen the shared use path on the east side of B3022 Slough Road to the north of Pockocks Lane, and replace / move the street lights / traffic sign and post that are causing an obstruction.	Transport Policy	✓✓	£££
10. Review the B3022 to the south of Pockocks Lane to improve conditions for cyclists and pedestrians	Transport Policy/ Traffic Management & Road Safety	✓	£££

Figure 1: Eton and Eton Wick



Map of Existing and Proposed Cycle Routes and Cycle Parking Sites in Eton and Eton Wick

Legend

- Existing cycle parking sites
- Proposed cycle parking sites
- Existing RBWM cycle network
- Proposed cycle routes
- National Cycle Network

Appendix 6: Area Profile - Horton & Wraysbury

1. Description of the Area

The parishes of Horton and Wraysbury are located at the eastern end of the Royal Borough on the north side of the River Thames. They include the villages of Horton, Wraysbury and Hythe End. The area has two rail stations – Sunnymeads and Wraysbury - which lie on the Windsor to London Waterloo railway line.

2. Local Destinations

The following have been identified as the main cycling destinations within the local area:

Community:

- Wraysbury Club
- Wraysbury Container Library
- Wraysbury Village Halls

Education:

- Wraysbury Primary School

Employment:

- Horton Trading Estate / Horton Depot
- Wraysbury Village Centre

Leisure:

- Ankerwycke

Shopping:

- Wraysbury Village Centre

Transport:

- Sunnymeads Station
- Wraysbury Station

Cross-boundary links are important for these communities – Slough and Langley lie to the north, Heathrow Airport to the east and Staines-Upon-Thames lies immediately to the south. These are important destinations for commuting, education and shopping trips. Links to Windsor are also considered to be important.

3. Existing Cycling Activity

[Strava Heat Maps](#) provide some indication as to cycling levels in other parts of the parish, but the data must be treated with a degree of caution, since the Strava smartphone apps tends to be used by sports cyclists rather than utility cyclists. Therefore, the results are not necessarily representative of everyday cycling activity.

Notwithstanding these caveats, the heat maps show that there are a number of routes that are currently well-used by cyclists, including:

- B376 Welley Road / Staines Road / Wraysbury Road

- Coppermill Road
- Datchet Road
- High Street
- Horton Road
- Stanwell Road
- Station Road

4. Existing Cycling Infrastructure

There are no sections of the National Cycle Network that pass through the area.

There is a cycle track that runs along the eastern edge of Horton Road for nearly 1km.

Horton Bridleway 4 runs parallel to Horton Road between Drift Way in Colnbrook and Foundry Lane in Horton.

Public cycle parking has been provided at the following locations:

- Wraysbury Station
- Wraysbury Village Halls

Horton village centre is traffic calmed with speed cushions and full-width humps and is subject to a 30 mph speed limit.

Wraysbury village centre is traffic calmed with speed cushions and full-width humps and is subject to a 20 mph speed limit.

5. Key Issues

The following issues have been identified from a desktop audit, site visits and previous correspondence:

- Cycle links within the area and to adjacent areas are poor.
- None of the destinations identified in Section 2 are served by the current cycle route network.
- There is no direct cycle link to Windsor.
- There is no direct cycle link to Staines-upon-Thames, although Surrey has constructed a route up to the Borough boundary, with on-carriageway cycle lanes on either side of the B376 Wraysbury Road.
- A lack of available highway land is a key constraint to providing more cycle routes.
- Flooding is a key issue that restricts the construction that can be used in some places.
- Many of the destinations listed in Section 2 do not have cycle parking.

6. Road Safety

The following cyclist casualties have been recorded in the area during the five years 2009 - 2013:

- Zero fatal
- Zero serious
- Three slight casualties.

There are no locations with more than one incident.

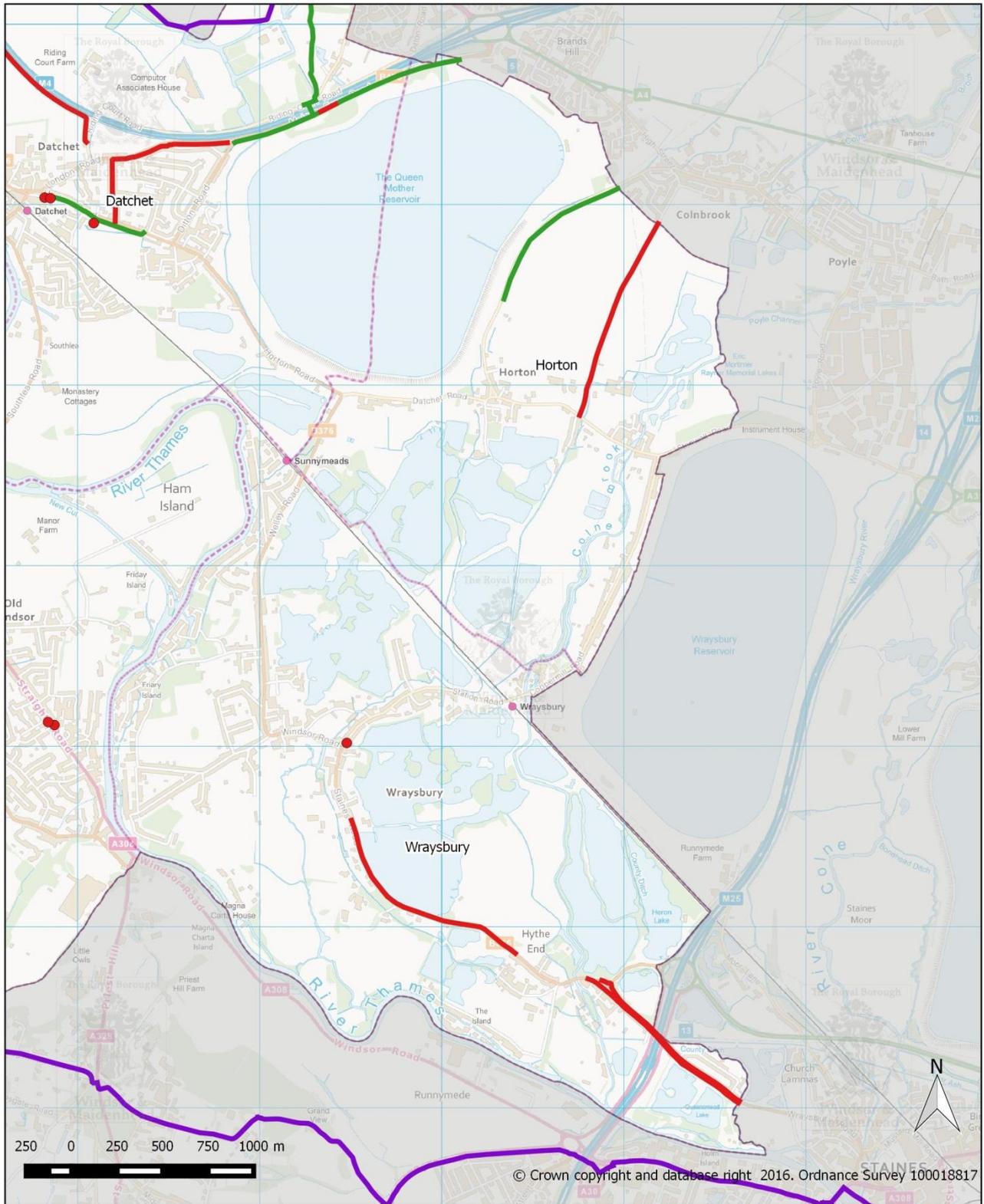
Wraysbury Primary School took part in the borough's Bikeability training programme in 2015/16.

7. Action Plan

A number of potential actions have been identified to respond to the issues identified in the audit. These will be consulted upon internally and with key stakeholders including ward members, parish councils, the neighbourhood plan group, the cycle forum, and neighbouring local authorities.

Action	Responsibility	Deliverability	Cost
1. Encourage local schools to take part in the Bikeability training programme.	Transport Policy	✓✓✓	£
2. Install cycle parking in Wraysbury Village Centre	Transport Policy	✓✓✓	£
3. Construct a new cycle route along the east side of the B376 Staines Road between Wraysbury village boundary and Hythe End village boundary.	Transport Policy	✓✓	£££
4. Investigate whether a new cycle route can be constructed between the Hythe End roundabout and the borough boundary with Surrey.	Transport Policy	✓	£££

Figure 1: Horton and Wraysbury (North)



Map of Existing and Proposed Cycle Routes and Cycle Parking Sites in Horton and Wraysbury

Legend

- Existing cycle parking sites
- Proposed cycle parking sites
- Existing RBWM cycle network
- Proposed cycle routes
- National Cycle Network

Appendix 7: Area Profile - Hurley and the Walthams

1. Description of the Area

Comprising the western parishes of the Royal Borough (Hurley, Waltham St Lawrence, Shottesbrooke and White Waltham), this area is predominantly rural in nature, incorporating the settlements of Hurley, Burchett's Green (part), Warren Row, Knowl Hill, Littlewick Green, Woodlands Park, White Waltham, Waltham St Lawrence and Shurlock Row, and Paley Street (part).

2. Local Destinations

The following have been identified as the main cycling destinations within the local area:

Community:

- Knowl Hill Village Hall
- Neville Hall
- Woodlands Park Container Library
- Woodlands Park Village Centre

Education:

- Berkshire College of Agriculture (BCA)
- Burchett's Green CE Infant School
- Knowl Hill CE Primary School
- Waltham St Lawrence Primary School
- White Waltham C of E Academy
- Woodlands Park Primary School

Employment:

- Grove Park, White Waltham
- Horizon, Hurley
- Maidenhead Office Park, Littlewick Green
- White Waltham Airfield

Leisure

- Knowl Hill Bridleway Circuit
- River Thames
- Waltham Place

Shopping:

- Woodlands Park district centre

Cross-boundary links are important for communities in the west of the borough, since in many cases they are closer to Twyford, Henley or Marlow than they are to Maidenhead.

Since there are no secondary schools in the area, pupils must travel to schools in Maidenhead or The Piggott, which is located between Twyford and Wargave.

3. Existing Cycling Activity

There is little existing data on cycling activity levels within the area. [Strava Heat Maps](#) provide some indication as to cycling levels, but the data must be treated with a degree of caution, since the Strava smartphone apps tends to be used by sports cyclists rather than utility cyclists. Therefore, the results are not necessarily representative of everyday cycling activity.

Notwithstanding these caveats, the heat maps show that there are a number of routes that are currently well-used by cyclists, including all of the A and B roads:

- A4 Bath Road
- A4130 Henley Road
- B3010 Straight Mile / Twyford Road
- B3024 Broadmoor Road / Hurst Road

Minor roads that are well used include:

- Temple Lane
- Bradenham Lane
- Hurley Lane
- Honey Lane
- Burchett's Green Road
- Warren Road Road
- Bottle Lane / Butchers Lane
- Waltham Road
- Milley Road
- School Road / Plough Lane / West End Lane
- Shurlock Road / The Street / Beenhams Heath
- Smewins Road
- Hungerford Lane

4. Existing Cycling Infrastructure

The area is crossed by [NCN4](#), which is a long-distance cycle route between London and Fishguard, via Reading, Bath, Bristol, Swansea, Carmarthen, Tenby, Haverfordwest and St David's. It also forms part of the [London to Land's End](#) long-distance cycle route that is popular with British and European cycle tourists.

NCN4 also provides local links between Knowl Hill, Littlewick Green and Woodlands Park, with links to Maidenhead Office Park. It also provides onward connections to Maidenhead and Windsor in the east and Wargrave and Twyford in the west. The route mostly follows quiet roads and surfaced public rights of way, but the section between the borough boundary and Wargrave follows an unsurfaced bridleway and is only suitable for use by mountain bikes and hybrids. Also, the connection to Twyford is very indirect.

There is a signed quiet route between Hurley and Pinkney's Green, which uses Hurley Lane, Dungrove Hill Lane and Lee Lane, crossing the A404 via an underpass. However, there is a missing link between the western end of Hurley Lane and Hurley High Street.

The [Knowl Hill Bridleway Circuit](#) provides a recreational route via existing public rights of way, linking Knowl Hill, Warren Row, Burchett's Green, Littlewick Green, White Waltham and Waltham St Lawrence. However, this circuit is predominantly aimed at equestrians and uses some unsurfaced bridleways that may be

muddy or uneven in places and may be unsuitable for some bikes. There are other bridleways and byways that are available to cyclists, but these have similar issues to those mentioned above.

Public cycle parking has been provided at the following locations:

- Hurley car park
- Woodlands Park Village Centre

Few of the destinations identified in Section 2 are served by the current cycle route network. However, Burchett's Green Road is traffic calmed and subject to a 20 mph speed limit and Waltham Road is subject to an advisory 20 mph speed limit at the start and end of the school day. An advisory 20 mph speed limit is proposed for Woodlands Park Primary School. An advisory 20 mph speed limit was previously proposed for Waltham St Lawrence Primary School, but the scheme was dropped following local consultation.

5. Key Issues

The following issues have been identified from a desktop audit and previous correspondence:

- Although there are some pleasant, quiet lanes in the area, there are few dedicated cycle routes, which deters many people from cycling for local journeys.
- Many local lanes are used as cut-throughs by motorists during peak periods. This makes them unattractive for commuter cycling.
- Cross-boundary cycling links are poor.
- The area is crossed by a number of main roads, including the A4, A404 and A4130, which are heavily trafficked and difficult to cross, presenting major barriers to cycling.
- There is some demand for commuter cycle routes along the A4 to cater for inter-urban commuters.
- There are often significant numbers of bikes parked at Grove Park, suggesting that this is a key destination for cyclists.
- Very few children / young people currently cycle to school / college due to the lack of protected cycle routes.
- NCN4 is very narrow between Knowl Hill Common and Star Lane, and is constrained by protected trees.
- Although NCN4 is waymarked, there is no destination signing at key junctions.
- Despite not being permitted, cycling on the Thames Path and parallel public footpaths is commonplace.
- There is no cycle parking serving the shops within Woodlands Park district centre.
- A lack of available highway land is a key constraint to providing more cycle routes.
- Previous attempts to introduce cycle routes in the area have been unsuccessful due to objections from parish councils and local landowners.
- There are no cycle bypasses for the traffic calming on Burchett's Green Road.
- Some bridleways and byways are unsurfaced and are therefore unsuitable for utility cycling trips.
- The small size of local communities and the low numbers of cyclists make it hard to achieve high cost benefit ratios for major cycling investment in the area.
- There are few major developments planned for the area that will provide / fund new cycle facilities.

6. Road Safety

The following cyclist casualties have been recorded in the area during the five years 2009 - 2013:

- Zero fatal
- Three serious
- Three slight casualties.

There are no discernible clusters or patterns in the casualties.

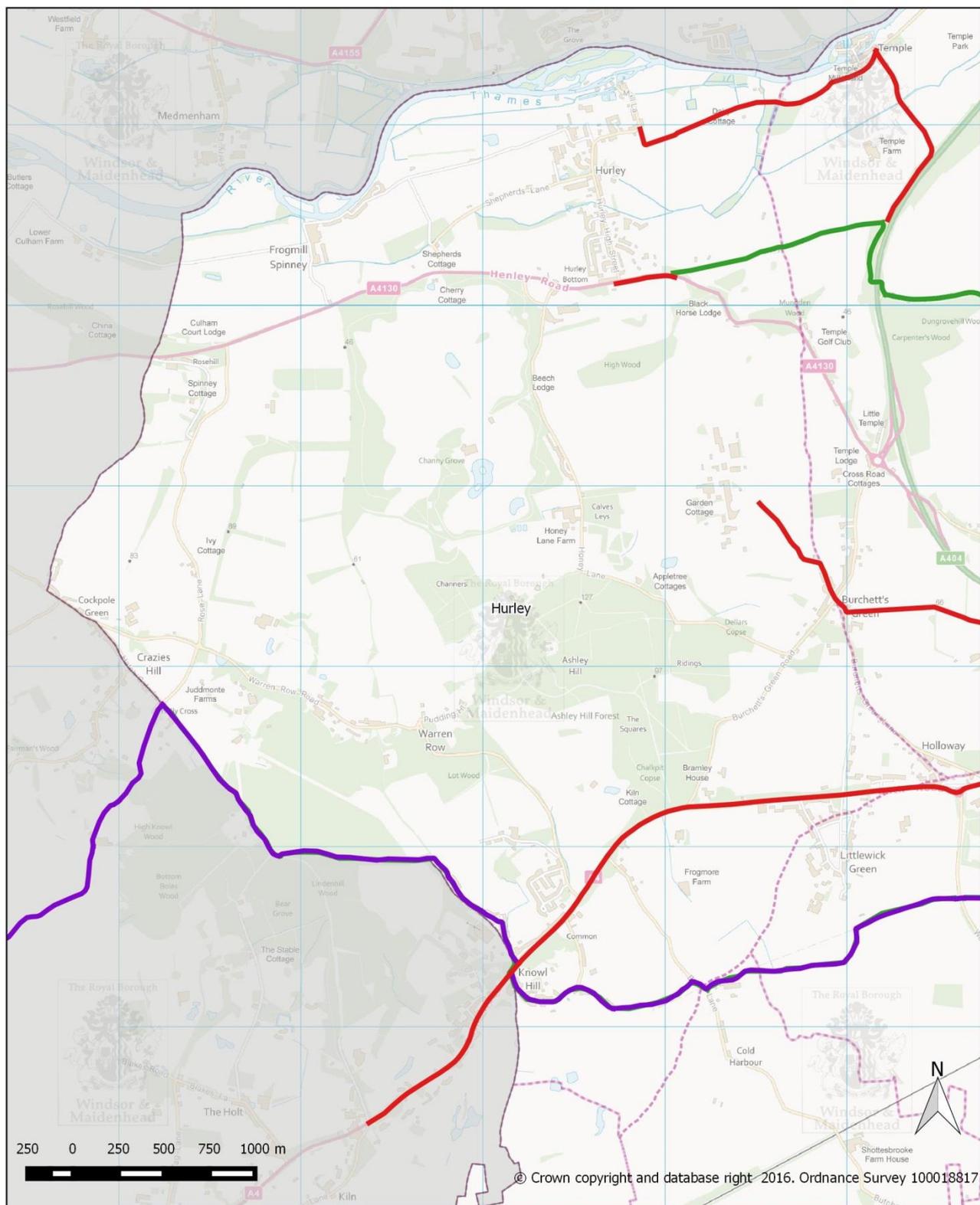
Waltham St Lawrence Primary School and White Waltham C of E Academy took part in the Bikeability programme in 2015/16.

7. Action Plan

A number of potential actions have been identified to respond to the issues identified in the audit. These will be consulted upon internally and with key stakeholders including ward members, parish councils, the neighbourhood plan group, the cycle forum, and neighbouring local authorities.

Action	Responsibility	Deliverability	Cost
1. Encourage local schools to take part in the Bikeability training programme.	Traffic Management & Road Safety	✓✓✓	£
2. Improve direction signing on NCN4, incorporating destination signs at key junctions.	Transport Policy	✓✓✓	£
3. Offer to install cycle parking at Woodlands Park shops.	Transport Policy	✓✓	£
4. Liaise with landowners regarding the potential for cycle access between Hurley and Bisham along Temple Lane	Transport Policy / PROW	✓✓	££
5. Construct a new cycle route between Grove Park and Woodlands Park, with onward connections to Cox Green and Maidenhead.	Transport Policy	✓✓	£££
6. Investigate the potential for a new cycle route between BCA and Maidenhead.	Transport Policy / PROW	✓	£££
7. Consult with local landowners regarding the potential for a new cycle link to White Waltham Primary via the airfield service road / a new route along the perimeter.	Transport Policy / PROW	✓	£££
8. Work with Wokingham Borough Council to investigate the feasibility of constructing a cycle route alongside the A4 Bath Road between Twyford and Maidenhead.	Transport Policy	✓	£££
9. Liaise with landowners regarding the missing section of cycle route between Hurley Lane and Hurley High Street.	Transport Policy / PROW	✓	£££
10. Liaise with Wokingham Borough Council regarding upgrading Waltham St Lawrence Footpath 9 / Ruscombe Footpath 4 to improve links to Twyford.	Transport Policy / PROW	✓	£££

Figure 1: Hurley and the Walthams (North)

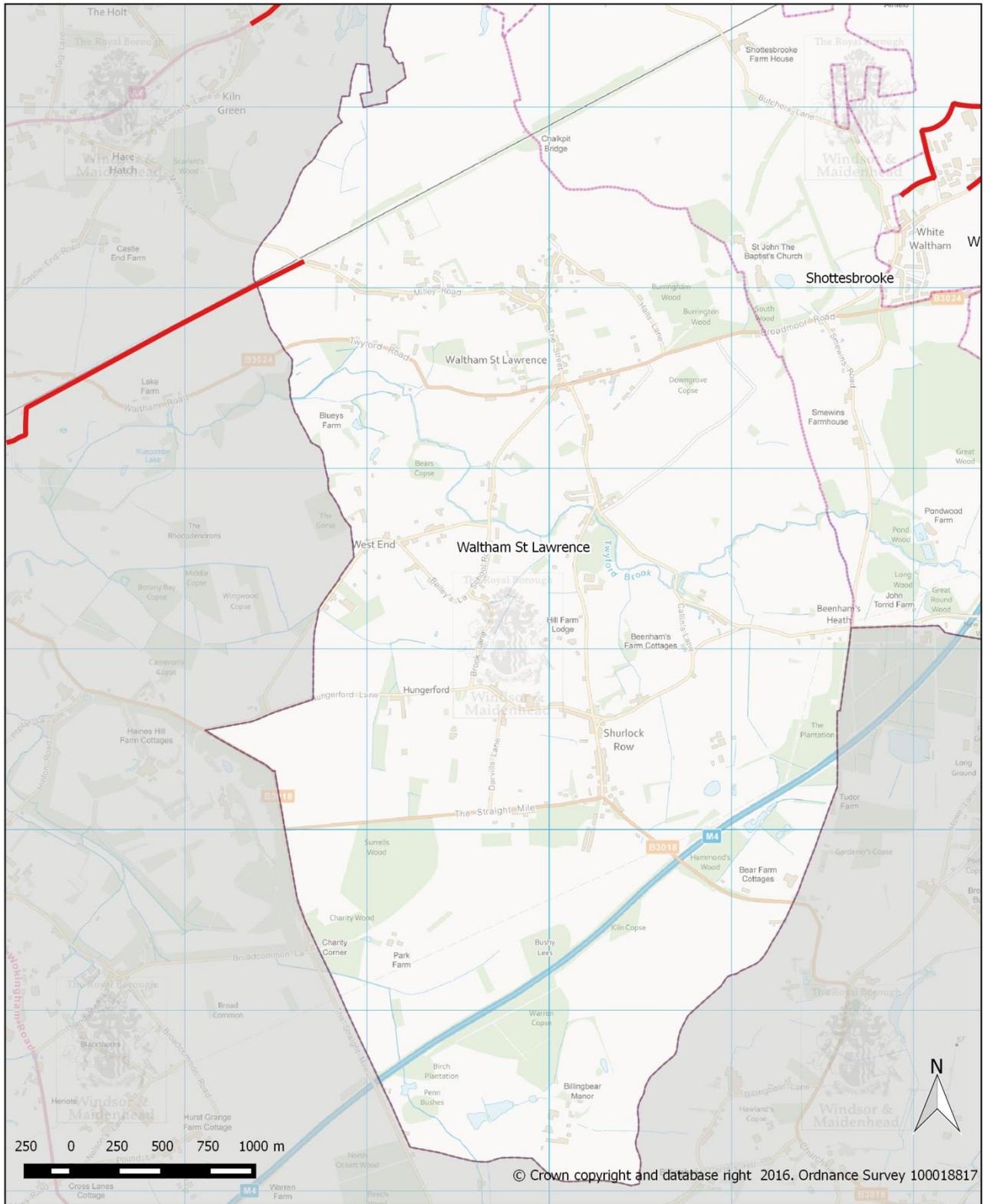


Map of Existing and Proposed Cycle Routes and Cycle Parking Sites in Hurley and the Walthams

Legend

- Existing cycle parking sites
- Proposed cycle parking sites
- Existing RBWM cycle network
- Proposed cycle routes
- National Cycle Network

Figure 2: Hurley and the Walthams (South)



Map of Existing and Proposed Cycle Routes and Cycle Parking Sites in Hurley and the Walthams

Legend

- Existing cycle parking sites
- Proposed cycle parking sites
- Existing RBWM cycle network
- Proposed cycle routes
- National Cycle Network

Appendix 8: Area Profile - Maidenhead and Cox Green

8. Description of the Area

The Maidenhead and Cox Green area includes the following wards: Riverside; Furze Platt; Pinkneys Green; Belmont; Boyn Hill; Oldfield; and Cox Green. The area is bounded by: the River Thames to the east; Bisham and Cookham to the north; Hurley and Walthams to the west; and Bray to the south.

9. Local Destinations

The following have been identified as the main cycling destinations within the local area:

Community:

- 4 Marlow Road
- Boyn Grove Library
- Cox Green Library
- Cox Green Youth and Community Centre
- Furze Platt Container Library
- Larchfield Community Centre
- Maidenhead Heritage Centre
- Maidenhead Library
- Pinkneys Green Youth and Community Centre
- St Luke's Community Hall
- Town Hall

Education:

- All Saints CE Junior School
- Altwood C of E School
- Alwyn Infants School
- Boyne Hill Infants School
- Braywick Court School
- Claires Court School (College Avenue)
- Claires Court School (Ray Mill Road East)
- Courthouse Junior School
- Cox Green School
- Desborough College
- Forest Bridge School
- Furze Platt Infants and Junior Schools
- Furze Platt Senior School
- Highfield School
- Larchfield Primary School
- Lowbrook Primary School
- Manor Green School
- Newlands Girls' School
- Oldfield Primary School
- Redroofs Theatre School
- Riverside Primary School

- St Edmund Campion Catholic Primary School
- St Luke's C of E School
- St Mary's Catholic Primary School
- St Piran's School
- Wessex Infant and Junior School

Employment:

- Boyn Valley Industrial Estate
- Concorde Park / Norreys Drive
- Cordwallis Business Park
- Foundation Park
- Furze Platt Business Centre Park
- Howarth Road Business Park
- Maidenhead Town Centre
- Oldfield Road / Reform Road Industrial Estate
- Stafferton Way Retail Park
- Vanwall Business Park
- Whitebrook Park

Leisure:

- Braywick Sports and Recreation Ground
- Cox Green Leisure Centre
- Furze Platt Leisure Centre
- Grenfell Park
- Kidwells Park
- Maidenhead Lawn Tennis Club
- Maidenhead United Football Club
- Oaken Grove Park
- Riverside Gardens
- Tenpin

Shopping:

- A4 Bridge Road Shops
- Cookham Road Shops
- Highway Avenue Shops
- Lidl Superstore
- Maidenhead Town Centre
- Sainsbury's Superstore
- Stafferton Way Retail Park
- Switchback Road Shops
- Wessex Way Shops
- Wootton Way Shops

Transport:

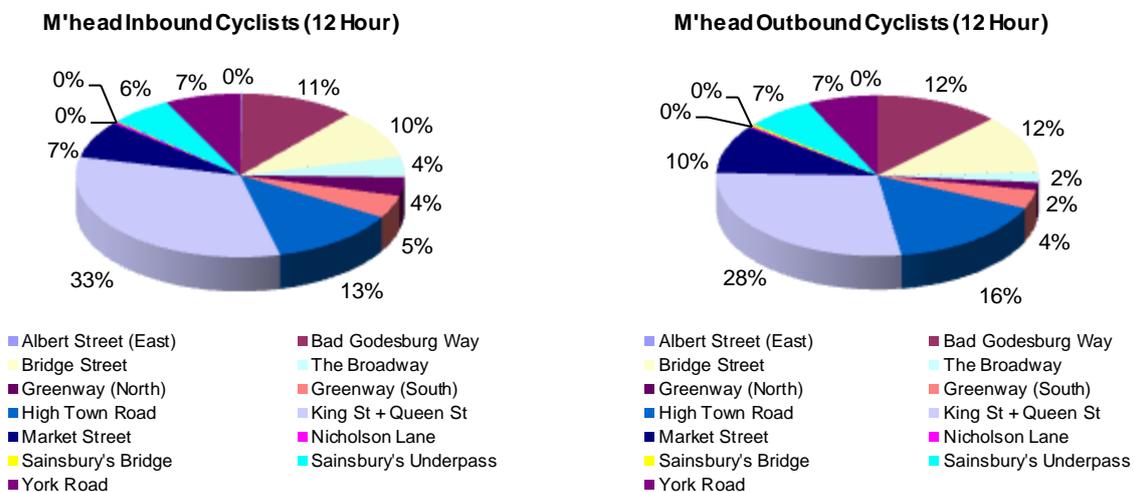
- Furze Platt Station
- Maidenhead Station

Cross-boundary links are important for the town (e.g. to access the popular Jubilee River cycle route in South Buckinghamshire).

Existing Cycling Activity

Annual cordon counts are undertaken on all roads to / from the town centre. While figures fluctuate, there has been a gradual upward trend since 2007. In 2014/15, there were 1,452 cyclists recorded entering / leaving the town centre over a 12 hour period between 7am and 7pm. This is approximately 60% of the number observed in Windsor.

The King Street / Queen Street junction is the most heavily used access point, accounting for around 30% of the total cycling trips to and from the town centre. Many of these trips are likely to have the rail station as an origin or destination. It should also be noted that there is significant illegal use of the subways at Bad Godesburg Way, High Town Road and Sainsbury's.



The cycle counts highlight that there is a considerable difference between the number of women and men who are cycling to and from the town centre, with men outnumbering women by 4:1. This imbalance is more pronounced than for the UK as a whole which is closer to 3:1.

[Strava Heat Maps](#) provide some indication as to cycling levels, but the data must be treated with a degree of caution, since the Strava smartphone apps tends to be used by sports cyclists rather than utility cyclists. Therefore, the results are not necessarily representative of everyday cycling activity.

Notwithstanding these caveats, the heat maps show that there are a number of routes that are currently well-used by cyclists, including many of the A and B roads:

- A4 (all sections)
- A308 (all sections)
- A4094 Ray Mead Road / Lower Cookham Road
- B3028 Bray Road / Oldfield Road
- B4447 Cookham Road

Minor roads that are well used include:

- Cannon Lane
- Harvest Hill Road

- Hibbert Road
- Pinkneys Drive
- Pinkneys Road
- St Mark's Road
- Shoppenhangers Road
- Switchback Road

10. Existing Cycling Infrastructure

The area is crossed by [NCN4](#), which is a long-distance cycle route between London and Fishguard, via Reading, Bath, Bristol, Swansea, Carmarthen, Tenby, Haverfordwest and St David's. It also forms part of the [London to Land's End](#) long-distance cycle route that is popular with British and European cycle tourers.

NCN4 provides local links to Cox Green and Bray and serves Maidenhead Station. It also provides onward connections to Knowl Hill in the west and Eton Wick, Eton and Windsor in the east. The route follows a mixture of quiet roads, surfaced shared paths and the Green Way which has a crushed aggregate surface. It is well used for utility as well as recreational cycling.

NCN50 follows permitted paths and public rights of way across the Summerleaze estate to link Maidenhead with Cookham Rise.

NCN61 runs along the Jubilee River just to the east of Maidenhead, but there are no links to the route from Maidenhead.

The following represent the main formal cycle routes:

- A4 Cycle Route, Newlands Drive to Westborough Road – shared use footway / cycleway with toucan crossings at Newlands Drive and Highway Road
- A308 Braywick Road – shared use footway / cycleway with toucan crossings at Shoppenhangers Road and Queen Street junctions
- All Saints Avenue – shared use footway / cycleway
- Cox Green Road to Kendall Way – cycle track
- Green Way, Hibbert Road to Stafferton Way – cycle track
- Green Way, Stafferton Way to York Road – cycle track
- Ludlow Road to Desborough Crescent – mixture of cycle tracks and quiet roads
- Norreys Drive – shared use footway / cycleway
- North Town Moor – cycle track
- Oaken Grove Park – cycle tracks running north-south and east-west
- Stafferton Way – shared use path leading to cycle track to A308 with toucan crossing at Lidl
- Switchback Road North – shared use path
- Town Moor – cycle track

Cycle parking is provided at the following locations:

- Grenfell Park
- High Street (various locations)
- King Street (various locations)
- Magnet Leisure Centre
- Maidenhead Library

- Maidenhead Station
- Market Street
- Park Street
- Queen Street (various locations)
- Switchback Road shops
- Town Hall
- Wessex Way Shops

11. Key Issues

The following issues have been identified from a desktop audit and previous correspondence:

- The area is crossed by a number of main roads, including the A4, A308, A4094, B4447 and Shoppenhangers Road. These are heavily trafficked with few cycle routes, which creates challenging conditions for cycling.
- It is particularly difficult to get to the town centre from residential areas to the north and west. A significant number of cyclists use the A4 and A308 subways illegally. There are cyclist casualties at most of the main junctions around the town centre.
- A lack of available highway land is a key constraint to providing more cycle routes.
- The town suffers from having few through-routes in a north-south and east-west direction, which makes it difficult to create filtered permeability for cyclists.
- The railway lines are particular barriers to cycle movement.
- There are no cross-boundary cycle routes to Buckinghamshire. As a narrow, listed structure, Maidenhead Bridge is a barrier to cycle movements along the A4 corridor.
- Some of the town's main business parks / industrial estates are poorly served by cycle routes (e.g. Cordwallis Road, Foundation Park, Furze Platt and Oldfield Road).
- Levels of cycling to school vary.
- There is limited cycle parking at some local shopping centres (e.g. Bridge Road, Cookham Road, Furze Platt Post Office, Highway Avenue shops and Wootton Way shops).

12. Road Safety

The following cyclist casualties have been recorded in the area during the five years 2009 - 2013:

- 0 fatal
- 11 serious
- 72 slight casualties.

The following locations have clusters of three or more casualties:

- A4 Bad Godesberg Way / A4 Castle Hill / A308 Frascati Way / A308 Marlow Road
- A4 Bad Godesberg Way / A4 St Cloud Way / B4447 Cookham Road / Market Street
- A4 Bridge Road / A4094 Ray Mead Road / Guards Club Road
- A4 Bridge Road / A4 St Cloud Way / Forlease Road / Police Station access
- A308 King Street / A308 Grenfell Place / Queen Street
- Cox Green Road / Shoppenhangers Road
- Ludlow Road / Shoppenhangers Road

The following schools have taken part in Bikeability during the 2015/16 academic year:

- All Saints CE Junior School
- Courthouse Junior School
- Lowbrook Primary School
- Oldfield Primary School
- St Edmund Campion Catholic Primary School
- St Luke's C of E School
- St Mary's Catholic Primary School
- St Piran's School
- Wessex Infant and Junior School

13. Action Plan

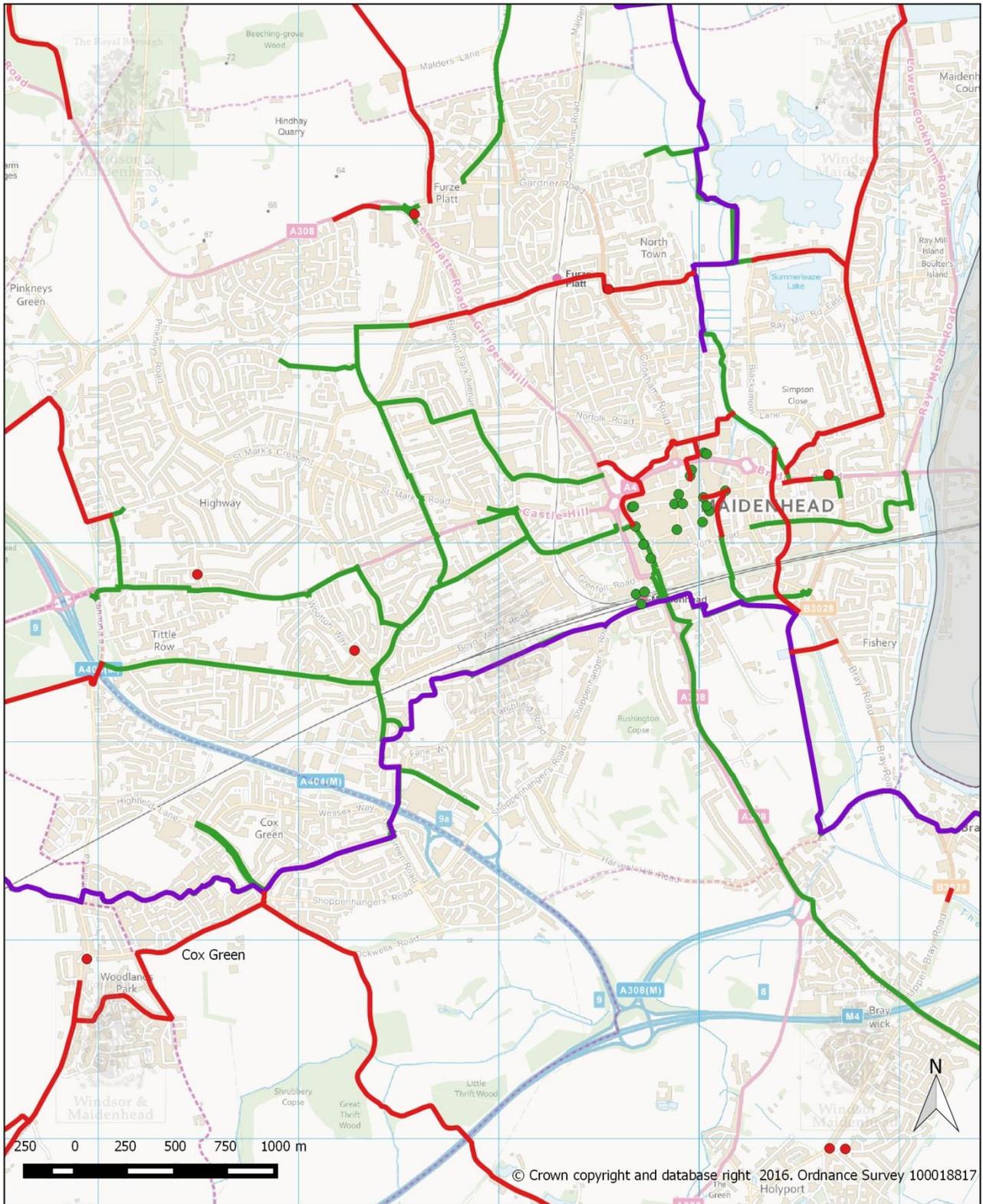
A number of potential actions have been identified to respond to the issues identified in the audit. These will be consulted upon internally and with key stakeholders including ward members, parish councils, the neighbourhood plan group, the cycle forum, and neighbouring local authorities.

Action	Responsibility	Deliverability	Cost
1. Encourage local schools to take part in the Bikeability training programme.	Transport Policy	✓✓✓	£
2. Undertake more detailed audit of key routes to be identified and prioritised using the Department for Transport's Propensity to Cycle Tool	Transport Policy / Cycle Forum	✓✓✓	£
3. Provide contra-flow cycle route on High Street (East)	Shanley Homes	✓✓✓	£*
4. Construct new ped / cycle bridge link between Green Way and Oldfield Road	Harrow Estates / PRow	✓✓✓	£**
5. Provide cycle parking at A4 Bridge Street shops	Transport Policy	✓✓✓	£
6. Provide cycle parking at Cookham Road shops	Transport Policy	✓✓✓	£
7. Provide cycle parking at Furze Platt post office	Transport Policy	✓✓✓	£
8. Provide cycle parking at Highway Avenue shops	Transport Policy	✓✓✓	£
9. Trial of permitting cyclists in Sainsbury's subway	Transport Policy	✓✓✓	£
10. Provide cycle parking at Wootton Way shops	Transport Policy	✓✓	£
11. West Street to King Street link	Transport Policy	✓✓	£
12. Construct cycle route between Cranbrook Drive and Furze Platt School	Transport Policy	✓✓	££
13. Outer radial route via Summerleaze Road, Moor Lane, Harrow Lane, Linden Avenue	Transport Policy	✓✓	££
14. Inner radial route through Magnet development site and Kidwells Park	Developer (TBC) / Transport Policy	✓✓	£££
15. Pedestrian / cycle bridge link between Kidwells Park and West Street Opportunity Area	Developer (TBC) / Transport Policy	✓✓	£££

* Scheme funded and constructed by developer.

** Scheme funded by developer.

Figure 1: Maidenhead and Cox Green



Map of Existing and Proposed Cycle Routes and Cycle Parking Sites in Maidenhead and Cox Green

Legend

- Existing cycle parking sites
- Proposed cycle parking sites
- Existing RBWM cycle network
- Proposed cycle routes
- National Cycle Network

Appendix 9: Area Profile - Old Windsor

1. Description of the Area

The Old Windsor ward covers the area between Windsor and Ascot, Sunninghill and Sunningdale. The area is dominated by Windsor Great Park and the only settlement of note is Old Windsor itself. The area is bounded by the River Thames to the east, Bracknell Forest to the west and Surrey to the south.

2. Local Destinations

The following have been identified as the main cycling destinations within the local area:

Community:

- Old Windsor Library
- Old Windsor Memorial Hall
- Old Windsor Club
- Old Windsor Hub

Education:

- King's Court First School
- St Peter's C of E Middle School
- The Royal School

Employment:

- N/A

Leisure

- Smith's Lawn

Shopping:

- St Luke's Road district centre
- Old Friary Post Office, Old Windsor
- Windsor Great Park Post Office and Shop

Cross-boundary links are important for local communities, particularly to Egham and Staines-upon-Thames which are on the Reading to London Waterloo rail line and are major sources of employment.

Since there are no secondary schools in the area, pupils must travel to schools in Windsor.

3. Existing Cycling Activity

There is little existing data on cycling activity levels within the area. [Strava Heat Maps](#) provide some indication as to cycling levels, but the data must be treated with a degree of caution, since the Strava smartphone apps tends to be used by sports cyclists rather than utility cyclists. Therefore, the results are not necessarily representative of everyday cycling activity.

Notwithstanding these caveats, the heat maps show that there are a number of routes that are currently well-used by cyclists, including all of the A and B roads:

- A308 Albert Road / Straight Road
- A332 Sheet Street Road

- B383 Mounts Hill
- B3021 Burfield Road / St Luke's Road / Datchet Road

Minor roads that are well used include:

- Albany Road
- Crimp Hill
- Duke's Lane
- Prince Consort's Drive

4. Existing Cycling Infrastructure

The area is crossed by [NCN4](#), which is a long-distance cycle route between London and Fishguard, via Reading, Bath, Bristol, Swansea, Carmarthen, Tenby, Haverfordwest and St David's. It also forms part of the [London to Land's End](#) long-distance cycle route that is popular with British and European cycle tourists.

NCN4 also provides local links to Windsor. It also provides onward connections to Maidenhead in the west and Egham and Staines in the east. The route mostly follows unmetalled tracks and estate roads. The section through Windsor Great Park is only open during the hours of daylight, which means that it is not available as an all-year-round commuting route.

There is a wide shared-use footway/cycleway alongside the A308 Albert Road, with a toucan crossing at the eastern end. There is also a cycle contra-flow at the southern end of Albany Road.

There are no known sites with formal public cycle parking within the area.

5. Key Issues

The following issues have been identified from a desktop audit and previous correspondence:

- The area is crossed by a number of main roads, including the A308, A332, B383 and B3021. These are heavily trafficked and present major barriers to cycling.
- With the exception of NCN4, there are no cross-boundary cycle routes.
- All routes through the Great Park are closed to cyclists after dark, which means that they cannot be used for commuting in winter.
- Visitor numbers to the Great Park have increased considerably in recent years, reaching 4 million per year. The area is very popular with cyclists and there is significant conflict between cyclists and other visitors at weekends and public holidays.
- Very few children / young people currently cycle to school due to the lack of protected cycle routes.
- The surface of NCN4 between St Leonards Road and Sheet Street Road has been cut up by equestrians on a number of occasions.
- The Crown Estate does not permit waymarking of NCN4 through the Great Park.
- Cycling is not permitted along the section of the Thames Path in Old Windsor.
- There is no cycle parking serving the St Luke's Road district centre or the Old Friary Post Office.
- A lack of available highway land is a key constraint to providing more cycle routes.
- Much of Windsor Great Park is affected by environmental designations, including Special Area of Conservation and Sites of Special Scientific Interest – these limit the potential for additional cycle routes.
- Crown Estate owns many of the highway verges alongside public roads through the Great Park, which restricts where cycle routes can be constructed.

- The small size of local communities and the low numbers of cyclists make it hard to achieve high cost benefit ratios for major cycling investment in the area.
- There are few major developments planned for the area that will provide / fund new cycle facilities.
- There are a number of major charity bike rides that pass through the area each year, including the Palace to Palace and the London to Windsor

6. Road Safety

The following cyclist casualties have been recorded in the area during the five years 2009 - 2013:

- One fatal
- Three serious
- Four slight casualties.

These are clustered along A308 Straight Road and A332 Sheet Street Road.

The following schools have taken part in Bikeability during the 2014/15 academic year:

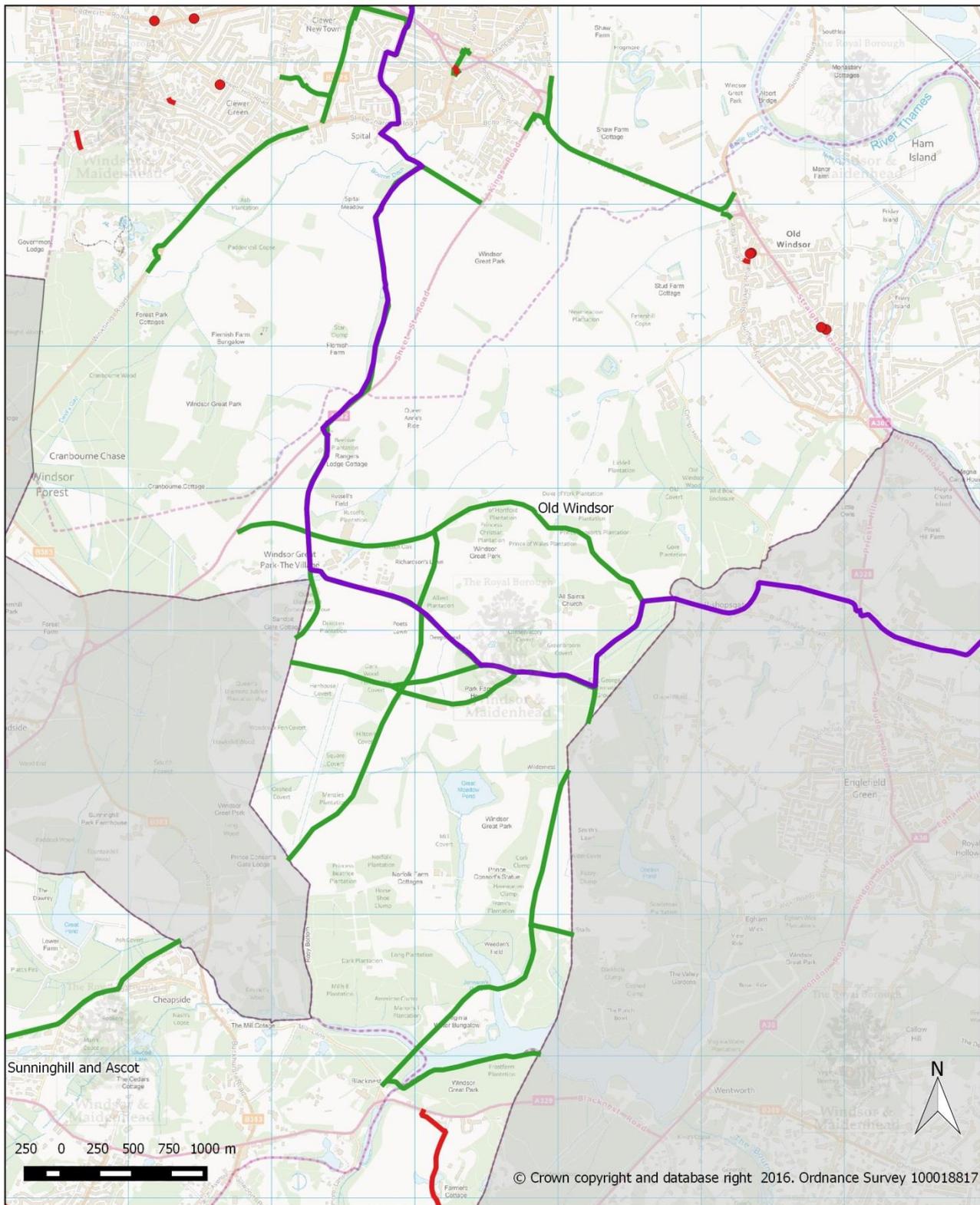
- King's Court First School
- The Royal School.

7. Action Plan

A number of potential actions have been identified to respond to the issues identified in the audit. These will be consulted upon internally and with key stakeholders including ward members, parish councils, the neighbourhood plan group, the cycle forum, and neighbouring local authorities.

Action	Responsibility	Deliverability	Cost
1. Encourage local schools to take part in the Bikeability training programme.	Transport Policy	✓✓✓	£
2. Improve and sign the cycle contra-flow at the southern end of Albany Road.	Transport Policy	✓✓✓	£
3. Install cycle parking at St Luke's Road district centre	Transport Policy	✓✓✓	£
4. Install cycle parking at Old Priory Post Office	Transport Policy	✓✓	£

Figure 1: Old Windsor (North)



Map of Existing and Proposed Cycle Routes and Cycle Parking Sites in Old Windsor

Legend

- Existing cycle parking sites
- Proposed cycle parking sites
- Existing RBWM cycle network
- Proposed cycle routes
- National Cycle Network

Appendix 10: Area Profile - Windsor

1. Description of the Area

The Windsor area includes the following wards: Clewer North; Clewer South; Clewer East; Castle Without; the southern part of Eton and Castle; and Park. It is bounded by the River Thames to the north; Datchet to the east; Bray to the west; and Windsor Great Park to the south. It encompasses both of the Windsor Neighbourhood Plan areas.

2. Local Destinations

The following have been identified as the main cycling destinations within the local area:

Community:

- Clewer Youth and Community Centre
- Dedworth Library
- Gardeners Hall
- Windsor Library
- Windsor Youth and Community Centre

Education:

- Brigidine School
- Clewer Green CE First School
- Dedworth Green First School
- Hilltop First School
- Homer First School
- Oakfield First School
- St Edward's Catholic First School
- St Edward's Royal Free Ecumenical School
- The Queen Anne Royal Free CE First School
- Trevelyan School
- Trinity St Stephens Primary School
- Upton House School
- Windsor Boys' School
- Windsor Girls' School

Employment:

- Centrica
- Keeler
- LEGOLAND®
- Tinkers Lane
- Vansittart Industrial Estate
- Windsor Racecourse
- Windsor Town Centre

Leisure

- Alexandra Gardens
- Bachelors Acre

- Clewer Memorial Recreation Ground
- LEGOLAND®
- River Thames
- Sutherland Grange
- Theatre Royal
- Vansittart Rec
- Windsor Castle
- Windsor Football Club
- Windsor Great Park
- Windsor Leisure Centre

Shopping:

- Dedworth Road
- Tesco superstore, Dedworth
- Windsor Town Centre

Transport:

- Windsor and Eton Central Station
- Windsor and Eton Riverside Station

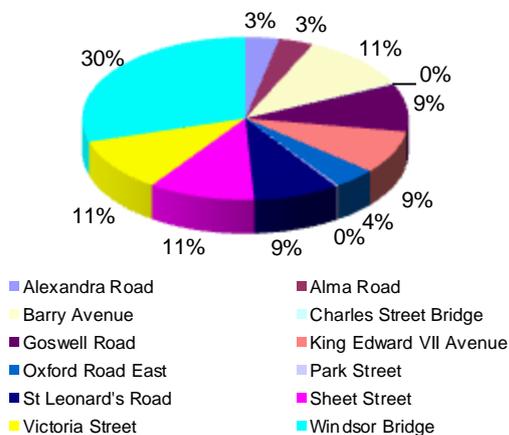
Cross-boundary links are important, particularly commuting trips to and from Slough, which is a key employment destination for Windsor residents and an important source of labour for jobs in the town.

3. Existing Cycling Activity

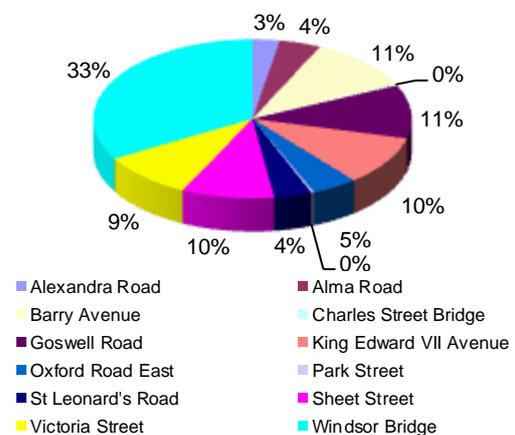
Annual cordon counts are undertaken on all roads to / from the town centre. While figures fluctuate, there has been a gradual upward trend since 2006. In 2014/15, there were 1,452 cyclists recorded entering / leaving the town centre over a 12 hour period between 7am and 7pm. This is over 60% higher than the number observed in Maidenhead, despite Windsor having the smaller population.

Windsor Bridge is the most heavily used access point, accounting for over 30% of the total cycling trips to and from the town centre. Many of these trips are likely to have the town’s two rail stations as an origin or destination.

Windsor Inbound Cyclists (12 Hour)



Windsor Outbound Cyclists (12 Hour)



The cycle counts highlight that there is a considerable difference between the number of women and men who are cycling to and from the town centre, with men outnumbering women by over 5:1. This imbalance is more pronounced than for the UK as a whole which is closer to 3:1.

[Strava Heat Maps](#) provide some indication as to cycling levels, but the data must be treated with a degree of caution, since the Strava smartphone apps tends to be used by sports cyclists rather than utility cyclists. Therefore, the results are not necessarily representative of everyday cycling activity.

Notwithstanding these caveats, the heat maps show that there are a number of routes that are currently well-used by cyclists, including many of the A and B roads:

- A308 Albert Road
- A308 Goslar Way / Imperial Road / Osborne Road
- A308 Maidenhead Road
- A332 Sheet Street Road
- B470 Datchet Road / King Edward VII Road
- B3022 St Leonard's Road / Winkfield Road
- B3022 Thames Street / High Street / Sheet Street
- B3024 Dedworth Road / Clarence Road
- B3173 Imperial Road

Minor roads that are well used include:

- Arthur Road
- Barry Avenue
- Clewer Hill Road
- Goswell Road
- Mill Lane
- Windsor Bridge

4. Existing Cycling Infrastructure

The area is crossed by [NCN4](#), which is a long-distance cycle route between London and Fishguard, via Reading, Bath, Bristol, Swansea, Carmarthen, Tenby, Haverfordwest and St David's. It also forms part of the [London to Land's End](#) long-distance cycle route that is popular with British and European cycle tourists.

NCN4 also provides local links to Eton, Eton Wick and the Great Park. It also provides onward connections to Maidenhead in the west and Egham and Staines in the east. The route mostly follows unmetalled tracks and estate roads. The section through Windsor Great Park is only open during the hours of daylight, which means that it is not available as an all-year-round commuting route.

The following represent the main formal cycle routes:

- A308 Albert Road – shared use footway / cycleway with toucan crossing near Kings Road roundabout
- A308 Alma Road – toucan crossing
- A308 Maidenhead Road – shared use footway / cycleway with toucan crossing near Gallys Road and cycle refuges at key junctions
- A308 Osborne Road – toucan crossing
- B3022 Winkfield Road – shared use footway / cycleway to LEGOLAND®
- B3022 Winkfield Road / Clewer Hill Road – toucan crossings

- B3173 Imperial Road – shared use footway / cycleway with toucan crossings at northern and southern ends
- Barry Avenue – shared use footway / cycleway with underpass beneath A332 Royal Windsor Way
- Vansittart Road - cycle track
- Vansittart Road to Alma Road – cycle track

Cycle parking is provided at the following locations:

- Coach park
- Datchet Road
- Dedworth Road
- High Street
- Jubilee Arch
- Madeira Walk
- Oxford Road East
- Rail stations (x2)
- River Street
- St Leonard's Road
- Victoria Street
- William Street
- Windsor Bridge
- Windsor Library

5. **Key Issues**

The following issues have been identified from a desktop audit and previous correspondence:

- The area is crossed by a number of main roads, including the A308, A332, B3022, B3024 and B3173. These are heavily trafficked and present major barriers to cycling.
- A lack of available highway land is a key constraint to providing more cycle routes.
- Dedworth has a road layout with few through routes in a north-south and east-west direction, which makes it difficult to create filtered permeability for cyclists.
- Dedworth Road is not wide enough for a cycle route to be provided along its length.
- Clarence Road roundabout is a key junction for all intra and inter-urban journeys through the town. However, it does not have any provision for cyclists, which makes it difficult to get between Dedworth and the town centre.
- The terraced streets in the old part of Windsor have extensive car parking, which limits opportunities to provide cycle routes.
- With the exception of NCN4, there are no cross-boundary cycle routes.
- All routes through the Great Park are closed to cyclists after dark, which means that they cannot be used for commuting in winter.
- Windsor is a major visitor destination, which means that roads can be heavily trafficked outside of the traditional commuter peak hours.
- Levels of cycling to school vary hugely – for example, Windsor Boys School regularly has upwards of 200 pupils cycling to school, while Windsor Girls School has a handful of cyclists.
- There is limited cycle parking serving the local shops along Dedworth Road.

- Visitor numbers to the Great Park have increased considerably in recent years, reaching 4 million per year. The area is very popular with cyclists and there is significant conflict between cyclists and other visitors at weekends and public holidays.
- The surface of NCN4 between St Leonards Road and Sheet Street Road has been cut up by equestrians on a number of occasions.
- There are few major developments planned for the area that will provide/ fund new cycle facilities.
- The Crown Estate does not permit waymarking of NCN4 through the Great Park.
- Much of Windsor Great Park is affected by environmental designations, including Special Area of Conservation and Sites of Special Scientific Interest – these limit the potential for additional cycle routes.
- Crown Estate owns many of the highway verges alongside public roads through the Great Park, which restricts where cycle routes can be constructed.
- There are a number of major charity bike rides that pass through the area each year, including the Palace to Palace and the London to Windsor Bike Rides.

6. Road Safety

The following cyclist casualties have been recorded in the area during the five years 2009 - 2013:

- 0 fatal
- 10 serious
- 65 slight casualties.

The following locations have clusters of three or more casualties:

- A308 Maidenhead Road / Mill Lane junction
- A308 Maidenhead Road / A332 Royal Windsor Way junction
- A308 Osborne Road / A308 Albert Road / A332 Kings Road junction
- B3022 Thames Avenue / B470 Datchet Road / Thames Street junction
- B3024 Dedworth Road / B3025 Vale Road / St Andrews Avenue junction

The following schools have taken part in Bikeability during the 2015/16 academic year:

- Clewer Green CE First School
- Dedworth Middle School
- Homer First School
- Queen Anne Royal Free CE First School
- St Edward's Royal Free Ecumenical School
- Trinity St Stephen First School
- Upton House School

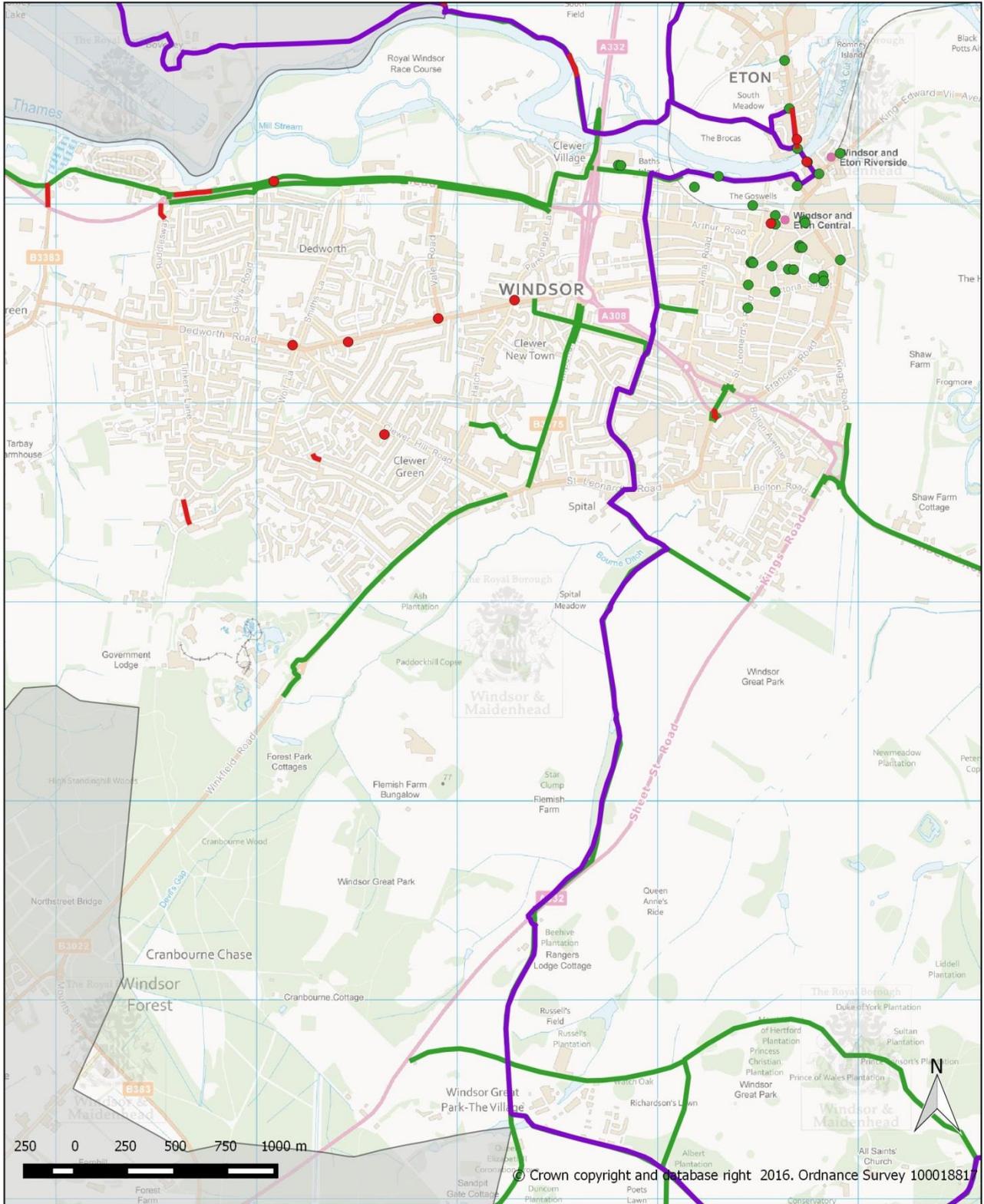
7. Action Plan

A number of potential actions have been identified to respond to the issues identified in the audit. These will be consulted upon internally and with key stakeholders including ward members, parish councils, the neighbourhood plan group, the cycle forum, and neighbouring local authorities.

Action	Responsibility	Deliverability	Cost
1. Encourage local schools to take part in the Bikeability training programme.	Transport Policy	✓✓✓	£

2. Undertake more detailed audit of key routes to be identified and prioritised using the Department for Transport's Propensity to Cycle Tool	Transport Policy / Cycle Forum	✓✓✓	£
3. Install cycle parking at Sutherland Grange	Transport Policy	✓✓✓	£
4. Install cycle parking at Dedworth Road shops	Transport Policy	✓✓✓	£
5. Install cycle parking at Royal Windsor Shopping (to serve Windsor & Eton Central Station)	Transport Policy / Windsor Royal Shopping	✓✓✓	£
6. Install cycle parking at Windsor and Eton Riverside Station	Transport Policy / South West Trains	✓✓✓	£
7. Install cycle parking at Clewer Hill Shops	Transport Policy	✓✓	£
8. Install cycle parking off Goswell Road (next to lift)	Transport Policy	✓✓	£
9. Upgrade bridleway between St Leonard's Hill and Wilton Crescent.	Transport Policy / Public Rights of Way	✓✓	£

Figure 1: Windsor



Map of Existing and Proposed Cycle Routes and Cycle Parking Sites in Windsor

Legend

- Existing cycle parking sites
- Proposed cycle parking sites
- Existing RBWM cycle network
- Proposed cycle routes
- National Cycle Network