

TWYFORD CYCLING TOGETHER

AIMS

1. Encourage more people to cycle round and around the Twyford area.
2. Reduce the demand for station car parking.
3. Feed into the Local Plan update consultation.
4. Help to reduce crossroads pollution.
5. Safer (non-car dependent) routes to schools.

OBJECTIVES (Means of meeting our Aims)

- A. Safer cycling – off road wherever possible.
- B. Secure cycle parking.
- C. Identify main destinations that people are wanting to reach in Twyford.
- D. Improve existing routes where necessary.
- E. Build a wishlist of new routes to be considered whenever opportunities arise.

A. SAFER CYCLING

Off road

All weather surfaces

Lighting

Sympathetic to wildlife

On road

Traffic lights in centre of village and down Stanlake Lane.

Marked out pull ahead areas

Cyclists go first using lights

B. SECURE CYCLE PARKING

Station (North and South)

Waitrose

Schools

Loddon Hall area

Behind / beside bus stop on London Road

New library

C. DESTINATIONS IDENTIFIED

Twyford station

Schools

- The Piggott School and Waingels Copse secondaries.
- Polehampton Junior and Infants.
- Colleton Primary.
- Charvil Primary

Waitrose / shops

Loddon Hall

New Library / hub (Polehampton Close)

D. EXISTING ROUTES

Along A4 west from Wargrave Road roundabout – Clear back vegetation and either provide a barrier or increase the division between road and path.

Amberley Drive and Wargrave Road – need to fill the gaps so one path from A4 roundabout to Amberley Drive. Crossing Amberley Drive via dropped kerbs both sides set a bit back from junction. End of path needs to have markup's and dropped kerb to lead cyclists onto the road and discourage pavement riding.

E. WISHLIST (see map)

1. Greenway 3. G – G on map

Description: WBC have constructed 2 Greenways in the Borough so far and we would like to propose a route for a third. These are routes that link cycle paths in residential areas with cycle and foot paths made of all-weather surfaces. The route we would suggest would link Woodley to Hurst via South Twyford and utilise mainly existing footpaths and rights of way. It would provide links from both of those destinations and our Four Schools route (2 below) and Loddon Commuter Crossway (3 below).

Benefits: This route will likely largely be used as a recreational cycle route although people in southern Twyford and southern Charvil may use parts of it to reach Woodley.

Problems likely to encounter: The main barrier along this route is the Ford. A footpath avoiding the ford requires the crossing of a muddy field and 2 stiles which is impractical for cyclists. We would suggest a footbridge across the river at the Ford wide enough and barrier free to wheel a bike over. This would be of equal benefit to pedestrians and provide a useful link for Hurst.

2. Four Schools route. S – S on map

Description: This route goes from the very South of Twyford and follows one of many tarmac paths through to Colleton School then on up to the top of Winchcombe Road. Across into Stanlake, along the edge of the meadow up to the top of it before coming out on the road to cross the railway bridge. It goes into the Grove then over the London Road into the Waitrose car park and through a gap in the fence at the back onto Hermitage. It would then go up Hermitage Road to the green and into King George recreation ground. Allowing access into Loddon Hall car park and the primary school, it would then follow the Eastern boundary of the park to the gate onto Longfield Road, up Cheriton road and then along Amberley to meet the existing cycle paths to the crossing east of the roundabout and then up the Wargrave Road (north) to The Piggott School.

Benefits: This route has the most benefits for existing Twyford residents – it links the major residential areas with the 4 schools, Waitrose, the station via the pedestrian crossing across the Waltham Road and the 2 parks in the village. The main users of this route will be children and families going from point to point in the village. It should help to encourage people to cycle and walk as that will become easier and quicker than driving for a lot of them.

Problems likely to encounter: This route does not involve many physical barriers or costly construction. The main problem is the principle of cyclists utilising existing roads and footpaths. Apart from the conversion of stiles into accessible gates, the main barrier is allowing people to walk and cycle from Hermitage into the Waitrose car park by providing a gap in the fence and maybe eliminating one car parking space. Along the roads the cyclists must be divided from traffic and pedestrians and car parking prevented in the cycle path areas or the route will not be seen as safe by parents and thus not used.

3. Loddon Commuter Crossway. C – C on map

Description: This route could have major impact on the cycle links from Wargrave and south Charvil into Twyford station and out to Waingels school. It would link the South side of the station across 2 bridges to cross the Loddon and link to the cycle route leading to Park Lane in Charvil. It would then follow the road to join with Ashbury Park and Beggars Hill road into Woodley.

Benefits: Could be considerable – allowing for a link into Woodley (and thus beyond to Earley and Reading) and down to Dinton Pastures for recreational use. It offers scope for commuters from Charvil and Woodley to leave their cars at home, reducing the demand for station parking and the traffic at the crossroads.

Problems likely to encounter: The issues with this route are considerable (in the crossing of the river) but we felt the benefits were such that we had to leave it in for consideration now or in the future.

4. Bridge Farm Link. B – B on map

Description: This route assumes that the new development to the west of Wargrave Road is built. It will currently remain vague and flexible as it will need to work with whatever road structure is put in as part of that development. However the three points of access for foot and bike users should be made into a condition of the development.

It needs to access the A4 at the top with provision for a crossing to meet the existing cycle route to The Piggott school. It would be hugely beneficial if it could link to the Bridge House access road and through to the High Street as we then envisage it continuing into Weavers Way, though the gate at the end and following the railway round to the station car park entrance. If this route were impractical, an alternative might be to link Polehampton Close to Gas Lane.

This route must also have access onto the Wargrave Road across the bridge at Cedar Nursery to provide access to the village shops.

Benefits: The benefits of this route will be greater if vehicle access is somewhat restricted and residents of the new estate therefore see driving as being the less convenient mode of travel for local journeys.

The main benefits are giving these people easy access by bike to The Piggott school, the village centre and the station whilst avoiding the traffic lights or station parking all together. This route would also link with the Four Schools route and the Loddon Commuter Crossway.

Problems likely to encounter: As the site has not been passed by planning yet, the northern piece of this route should not encounter any barriers and all cycle travel must be segregated

from traffic with physical barriers on any through or ring roads. The railway bridge should be single track for vehicles with a cycle path and footpath permanently created.

There could be access issues from the Bridge House access road but this would hugely increase the benefit of the path so every attempt should be made by the planners to achieve this.

The part of the route following the railway to the station has not been surveyed and thus could hit issues although there are 2 alternatives to consider.

5. Other Possible routes (fully outside Twyford parish).

Chiltern Drive / East Park Farm Drive in Charvil to Works access on the Old Bath Road

This route would provide the greatest benefit and be simple to create. It would largely utilise existing paths (would need to be all-weather surface) to create a very useful shortcut from southern Charvil (which is experiencing increased development) up to the Old Bath road making any cycle journey into Twyford centre or the station much quicker and avoid a dangerous bend so helping to reduce the traffic at the crossroads and station parking demand.

Anything that could be done to segregate cyclists from the road up to the crossing of the Bridge Farm Link would increase this benefit significantly but there is little room to provide this in the current situation.

Loddon Drive A4 – Wargrave Station.

Would be a useful (though largely recreational) route on existing road / track. Main issue is permissions along a private road. Potential to link to a future foot / cycle bridge across the Thames to Shiplake.

A4 East from Wargrave Road roundabout to Hare Hatch

Continue path along the A4 beyond the Wargrave Road roundabout to Hare Hatch. Useful access from houses there into Twyford and to the shops there and for recreational riders wanting access to the Chilterns. Not many issues or barriers – clearing and widening of footpath with painted lines.

F. CONCLUSIONS AND RECOMMENDATIONS

WBC should develop a Cycling policy for the area that recognises the role of cycling in reducing traffic congestion and pollution and demand for parking.

Cheap and Easy actions:

- Major benefits to Twyford by completing as much of the Four schools route as possible – anything done here will help.
- Creating the link from the Old Bath Road to south Charvil (could be seen as a condition of the Charvil development but beneficial anyway).
- Northern part of the Bridge Farm link should be seen as a condition of planning for any development there.
- Completion of Amberley - Wargrave Road track.
- Improvements at traffic lights.

Not huge expense but potential issues with permissions:

- Link of the station to the Old Bath road to help reduce commuter parking.
- Completion of the Four School Route – the major benefit to existing Twyford residents.

Major projects:

- Greenway 3 – place a request to WBC
- Loddon Commuter Crossway

G. HELPFUL ORGANISATIONS / REFERENCES

- Sustrans
- GWR
- Councils
- Twyford Together
- Neighbourhood Plan group
- Essex Council Cycling Policy