



A4 Bath Road

- Reduce speed limit to 30mph
- Narrow the carriageway on the roundabout and its approaches
- Build out southern footway and continue two-way cycle facility
- Add a signalised pedestrian/cycle crossing across Pound Lane
- Remove vegetation on northeastern arm to widen and separate the existing footpath into a footway and cycleway

Old Bath Road / Holmemoor Drive

- Improve connection to/from A4 at the southern end by widening existing facility and splitting shared facility up
- Review speeds on Old Bath Road and add cycle-friendly traffic calming if necessary

Pitts Lane/ A4 London Road

- Reduce carriageway width at junction arm to lower entry/exit speeds

Culver Lane & Pitts Lane

- Reduce speed to 20mph
- Double yellow lines to remove footway parking
- Investigate potential to reallocate carriageway/footway/grass verge space to create cycle lanes

Culver Lane roundabout

- Redesign roundabout to improve safety for cyclists and pedestrians.
- Reduce to single lane approaches on all approaches
- Improve crossing facilities on all arms

A4 Bath Rd

- Provide a continuous shared use path linking with cycle route towards Wargrave

Old Bath Road

- Ensure northern connection back to A4 Bath Road is wide and good quality

Old Bath Rd Industrial

- Reduce traffic speeds to 20mph
- Increase street lighting provision alongside width and surface improvements
- Provide crossing facility equipped with tactile paving and dropped kerbs where footway stops
- Remove guardrail

Old Bath Road / Warren Road

- Simplify junction layout to create a safer, more comfortable route for cyclists and pedestrians

A4 Bath Road (South side of Gyratory and Railway Bridge)

- Reduce speed limit
- Add a two-way segregated cycleway to run south of gyratory
- Pass cycleway behind bus stop with bus stop bypass

New Bath Road to Garde Road

- Reduce speed limit to 30mph
- Create a two-way kerb segregated cycleway on south side of carriageway by reallocating road space and grass verges.

Bath Rd Roundabout

- Consider signalisation of roundabout to improve pedestrian crossing facilities
- Provide dropped kerbs and tactile paving

Old Bath Rd

- Reduce traffic speeds to 20mph
- Widen footway to 2m using grass verge where possible
- Resurface and provide tactile paving where required
- Improve maintenance of vegetation

Old Bath Rd

- Provide tactile paving at Old Mill Court junction and Polehampton Close junction
- Increase crossing island width at Silk Lane junction

Old Bath Rd

- Reduce traffic speeds to 20mph
- Remove footway obstructions alongside width and surface improvements
- Improve maintenance of vegetation

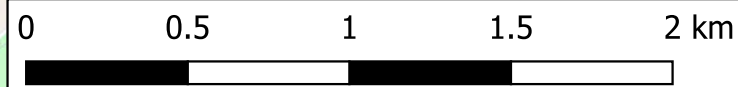
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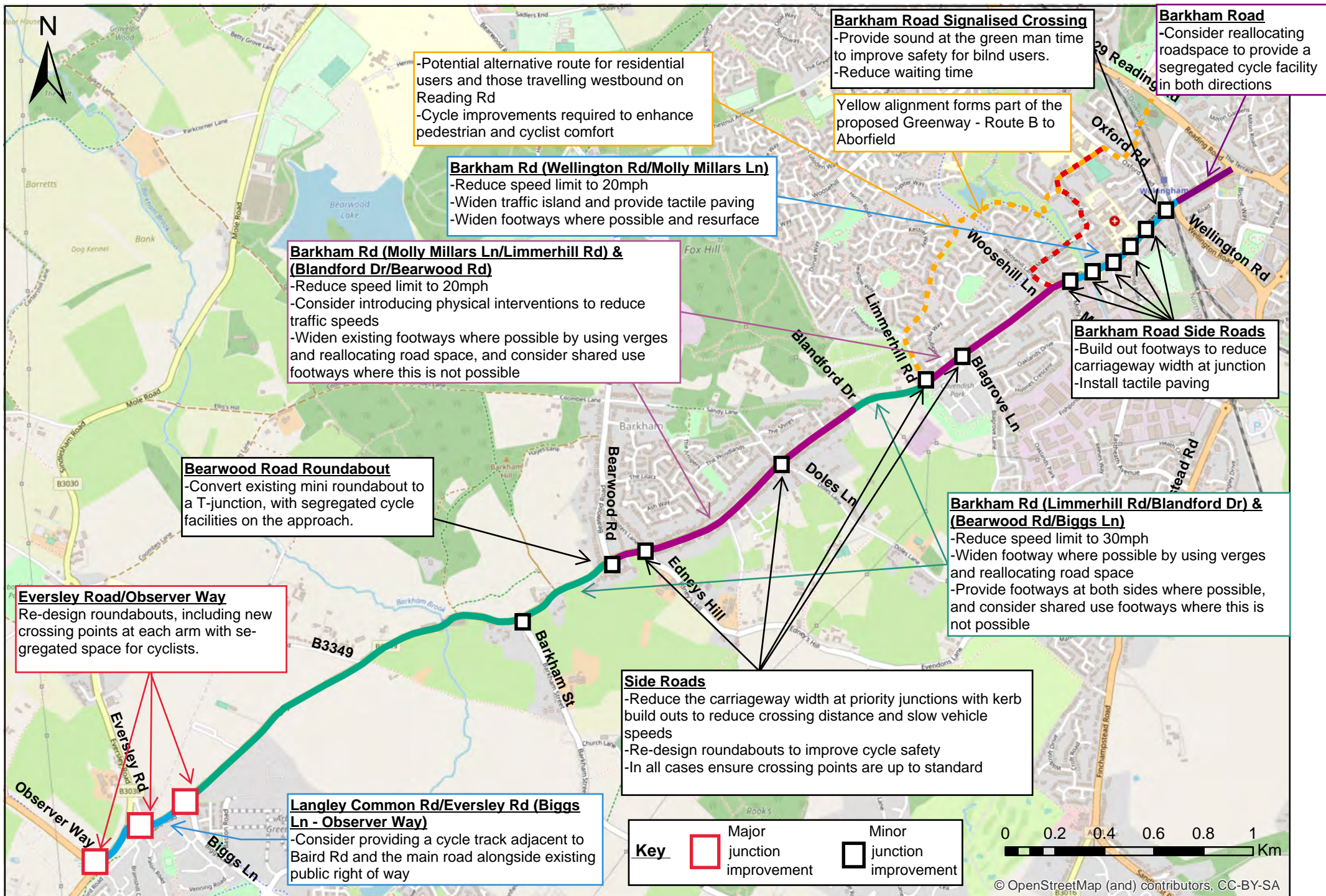


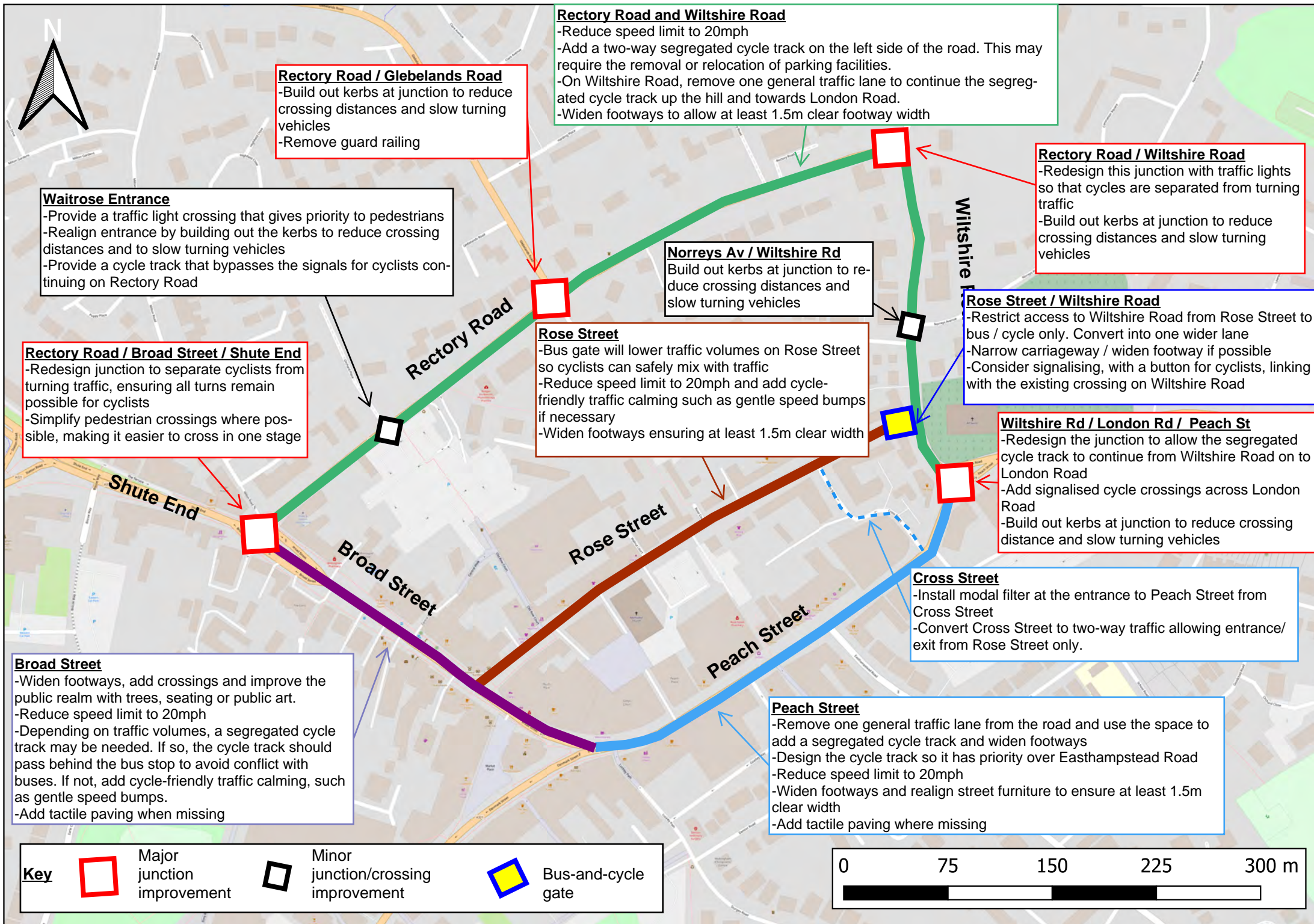
Major
junction
improvement



Minor
junction/crossing
improvement







Culver Lane roundabout

- Review the roundabout layout to slow down vehicles
- Reduce to single lane approaches on all approaches
- Improve crossing facilities on all arms

Oldfield Close / Palmerstone Road / Eastcourt Avenue / High Tree Drive side roads

- Build out kerbs at junction to reduce crossing distances and slow turning vehicles

Church Road junction

- Improve the junction so cyclists are protected from turning vehicles
- Add tactile paving where it is missing

Anderson Avenue

- Replace existing modal filter with bollards or build a cycle track across the footway to allow cycles to easily enter Anderson Avenue from Church Road

Church Road bridges (over A3290 and rail line)

- Reduce speed limit to 20mph, with consideration given to traffic calming
- Introduce a dropped kerb and remove guardrailling at Mays Lane
- Investigate whether a shared use footway between cyclists and pedestrians can be introduced here
- Widen footways to a minimum of 1.5m
- Introduce lighting over the bridge
- Cut back and maintain vegetation

St Peters Road and Heath Road (side roads)

- Build out kerbs at junction to reduce crossing distances and slow turning vehicles
- Remove guard railing by Heath Road

Wokingham Road / Wilderness Road junction

- Redesign of this junction to provide safe and convenient crossings for cyclists and pedestrians between all arms
- This would require taking some roadspace away from the carriageway

Culver Lane roundabout to Woodlands Avenue

- Consider converting grass verges to footways and investigate using this extra space to provide a segregated cycle track
- This will depend on the available width and other constraints
- Reduce speed limit to 20mph and consider use of traffic calming

Woodlands Avenue

- A separate scheme is being developed for this area as part of the Active Travel Fund

Woodlands Avenue to Palmerstone Road

- Reduce speed limit to 20mph, with consideration given to traffic calming (such as speed humps, carriageway narrowing)

Palmerstone Road to Anderson Avenue

- Consider converting grass verges to footways and investigate using this extra space to provide a segregated cycle track
- This will depend on the available width and other constraints
- Reduce speed limit to 20mph and consider use of traffic calming

St Peters Road to Wokingham Road

- Reduce speed limit to 20mph, with consideration given to traffic calming (such as speed humps, carriageway narrowing)
- Widen footways to a minimum of 1.5m
- Remove guardrailling
- Cut back and maintain vegetation

Wilderness Road between Wokingham Road and Whiteknights Road

- Remove bollards by the Co-op, replace with planters
- Widen footways to a minimum of 1.5m, reallocating space from the general carriageway where necessary
- Improve drainage near signalised crossing
- Introduce double yellow lines to deter footway parking

Key

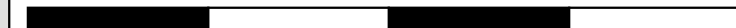


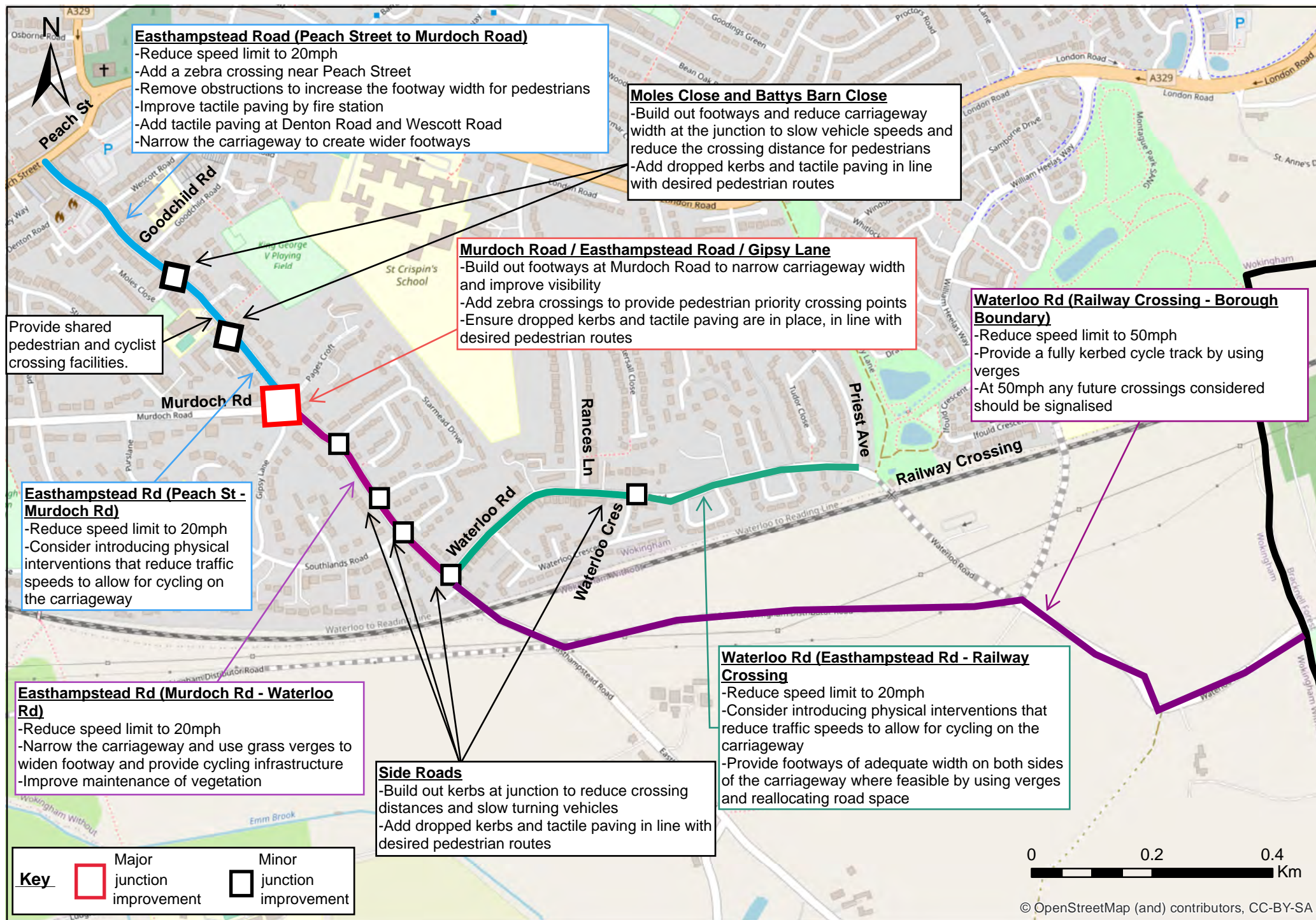
Major
junction
improvement

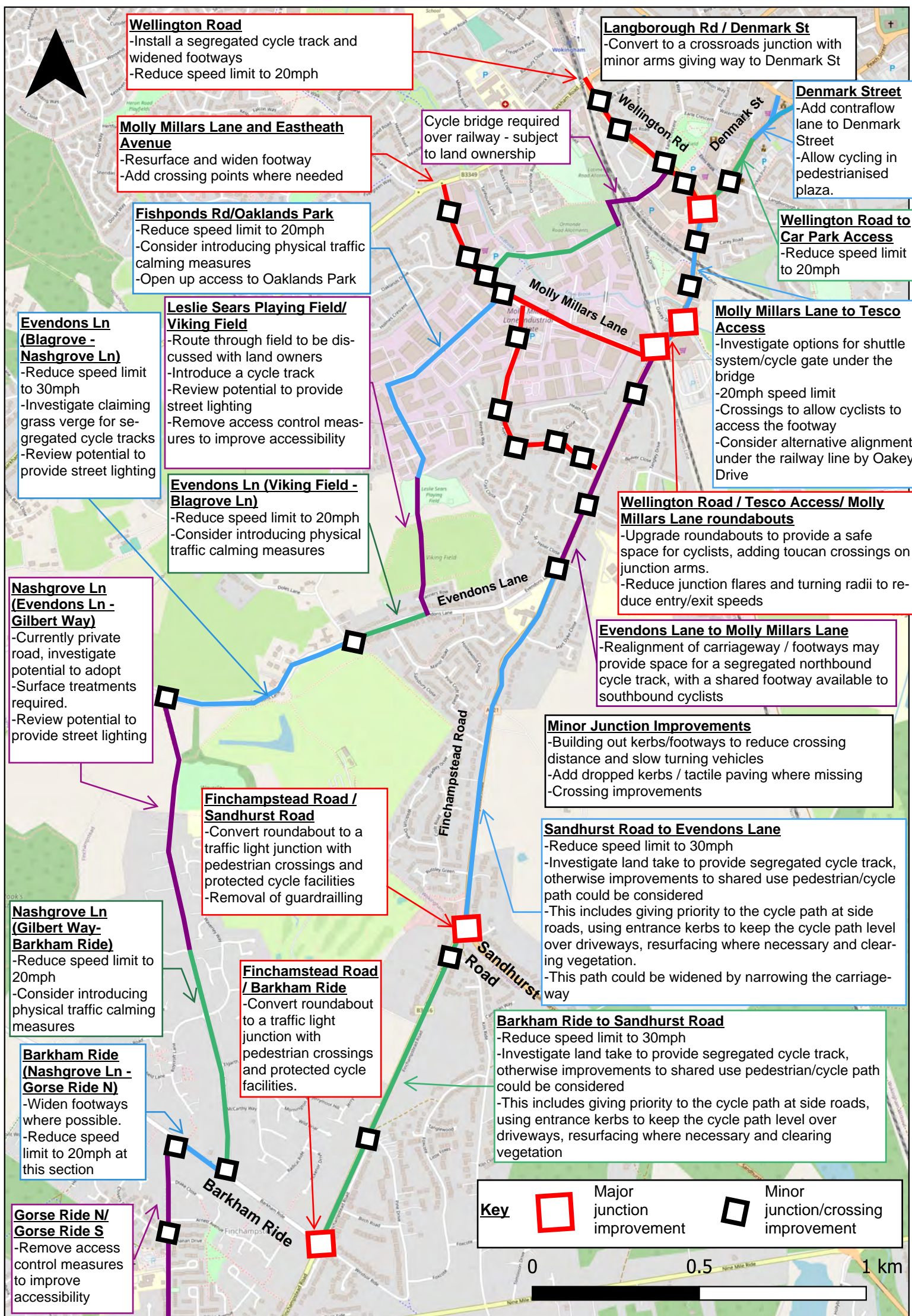


Minor
junction/crossing
improvement

0 0.2 0.4 0.6 0.8 km







Entire Route

- Segregated cycle tracks in both directions, with side road and bus stop treatments.

Wiltshire Road to Seaford Road

- Add signalised pedestrian crossings
- Introduce segregated cycle tracks in both directions, this may require removal / reallocation of parking bays
- Short sections of shared use between pedestrians and cyclists may be necessary at the western end

Seaford Road / London Road

- Signalise junction
- Build out footways to reduce crossing distance and slow turning vehicles

Seaford Road to Rances Lane

- Reduce speed limit to 20mph outside St Crispins School and 30mph for the rest of the section
- Introduce segregated cycle tracks in both directions by removing central hatching and turning pockets
- Pass the cycle track behind bus stops with 'bus stop bypasses'

London Road / William Heelas Way

- Redesign junction to protect cyclists from turning vehicles
- Provide pedestrian crossings on western arm
- Remove traffic lanes to reduce the number of crossing stages for pedestrians

Plough Ln / London Rd

- Build out footways to reduce crossing distance and slow turning vehicles
- Remove traffic island

Binfield Rd / London Rd

- Remove guard railing
- Widen footways
- Reduce pedestrian wait times at signals
- Redesign junction to protect cyclists from turning traffic

Coppid Beech Roundabout

- Reduce number of crossings and time waiting to cross.
- Segregate cycleway from footway
- Re-time signals to prioritise non-motorised modes of transport

London Road / Oak Avenue

- Remove guard railing
- Introduce a pedestrian crossing on the eastern arm
- Reduce pedestrian wait times at signals
- Redesign junction with protected facilities for cyclists

Rances Lane to Plough Lane

- Reduce speed limit to 30mph
- Introduce segregated cycle track in both directions by removing central hatching and turning pockets
- Pass the cycle track behind bus stops with 'bus stop bypasses'
- Signalise pedestrian crossings
- Reduce speed limit to 30mph

London Road (W) to London Road (E)

- Reduce speed limit to 30mph
- Replace shared footways with segregated cycle tracks in both directions
- Pass cycle route behind bus stops in a bus stop bypass

St Crispin's School

- Provide signalised pedestrian/cycle crossing outside school entrance
- 20mph
- Widen footway by the school
- Build out footways to reduce crossing distance and slow turning vehicles

Wiltshire Rd / London Rd / Peach St

- Redesign junction to continue cycle segregation from Wiltshire Road (see Central Wokingham Plans)
- Narrow junction entrance and add signalised crossings across London Road

Key



Major junction improvement



Minor junction/crossing improvement

0 0.25 0.5 0.75 1 km





Cutbush Lane / Kensington Close

- Provide parallel crossing to allow westbound cyclists to join cycle track
- Reduce the carriageway width at priority junctions with kerb build outs to reduce crossing distance and slow vehicle speed

Access to Off-Road Route

- Replace barriers with a cycle-friendly modal filter

Cutbush Lane

- Introduce one-way segregated cycle tracks in both directions by reclaiming grass verge and narrowing carriageway
- Reduce speed limit to 20mph and add cycle-friendly traffic calming
- Introduce bus stop bypasses/boarders

Beeston Way / Lower Earley Way Roundabout

- Signalise the roundabouts and provide signalised crossings for pedestrians and cyclists on all four approach lanes
- Signalise the existing informal crossing between the roundabouts
- Reduce the carriageway width at priority junctions with kerb build outs to reduce crossing distance and slow vehicle speed
- Reduce speed limit to 30mph
- Improve wayfinding at this junction

Black Boy Roundabout

- Consider re-timing signals to give reduce wait time / increase green time for cyclists and pedestrians

Meadow Road

- Consider Liveable Neighbourhood to remove through traffic from Meadow Road and adjacent residential streets through modal filters
- Reduce speed limit to 20mph and add cycle-friendly traffic calming
- Cyclists to mix with general traffic

Cutbush Lane (off-carriageway)

- Replace barriers with a cycle-friendly modal filter
- Resurface where necessary
- Improve lighting

A329 Wokingham Road

Gipsy Lane / Rushey Way

- Signalise and provide a priority crossing to allow cyclists to cross Rushey Way

Gipsy Lane (to Rushey Way)

- Replace barriers with a cycle-friendly modal filter
- Resurface where necessary
- Improve lighting

Gipsy Lane (from Westminster Way)

- Improve lighting
- Cyclists mix with traffic

Carshalton Way/Meldreth Way

- Re-design roundabout with crossing points at either arm for pedestrians and cyclists.

Side Roads

- Reduce the carriageway width at priority junctions with kerb build outs to reduce crossing distance and slow vehicle speeds on Bradmore Way, Danehill, Pavenham Close, Selsey Way, Turnbridge Close, Conygree Close

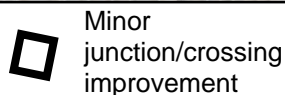
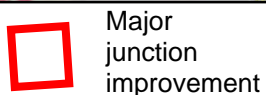
Lower Earley Way W

- Narrow the carriageway, reallocate hatching space to pedestrians and cyclists by widening the shared footway
- Reduce speed limit to 30mph
- Resurface

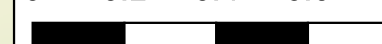
Old Shinfield Road to Lower Earley Way W (up to narrowing of cycleway)

- Where possible, reallocate carriageway and grassy space to cyclists/pedestrians and widen the current footway / turn it into separate pedestrian and cycle facilities

Key



0 0.2 0.4 0.6 0.8 km





Campbell Road to Crockhamwell Road

- Introduce segregated cycle tracks in both directions through claiming the grass verge, removing parking, narrowing the carriageway and limited narrowing of the footway
- Reduce speed limit to 20mph
- Provide tactile paving where missing

Fairwater Drive to Crockhamwell Road

- Introduce segregated cycle tracks in both directions by reclaiming grass verge
- Reduce speed limit to 20mph

School Drive to Nightingale Road

- Build out kerbs to reduce crossing distances and slow turning vehicles
- Introduce parallel crossing on Nightingale Road

Pondshead Lane to Clivedale Road

- Allow cycling in subway
- Remove barriers and redesign southern subway entrance, this will require reallocation of roadspace, excavation of a section of Henley Wood Road and re-profiling the route to make it more accessible to non-standard cycles.
- Re-profile the path on the northern subway entrance using existing grass verges.

Meadow Road / Pond Heads Lane Connection over A329

- Replace pedestrian island with signalised crossing to allow cyclists to cross Wokingham Road
- Build out footways to reduce crossing distance and slow turning vehicles

Woodlands Avenue

Side Roads

- Build out kerbs to reduce crossing distances and slow turning vehicles

Nightingale Road / Crockhamwell Road Roundabout

- Replace mini roundabout with priority T-junction
- Build out kerbs to reduce crossing distances and slow turning vehicles
- Provide parallel crossing to allow cyclists to cross Crockhamwell Road

Crockhamwell Road

Nightingale Road

Fairwater Drive

Nightingale Road

- Replace mini roundabouts with priority T-junctions

Nightingale Road to Fairwater Drive

- Replace shared footways with segregated cycle tracks in both directions
- Use Dutch entrance kerbs to keep cycleway level over driveways
- Remove pavement parking
- Reduce speed limit to 20mph

School Drive

Clivedale Road to School Drive

- Remove barriers to make route accessible to non-standard cycles
- Widen path where possible
- Resurface where needed

Wokingham Road (A329)

Key

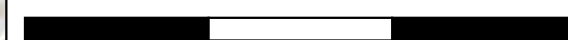


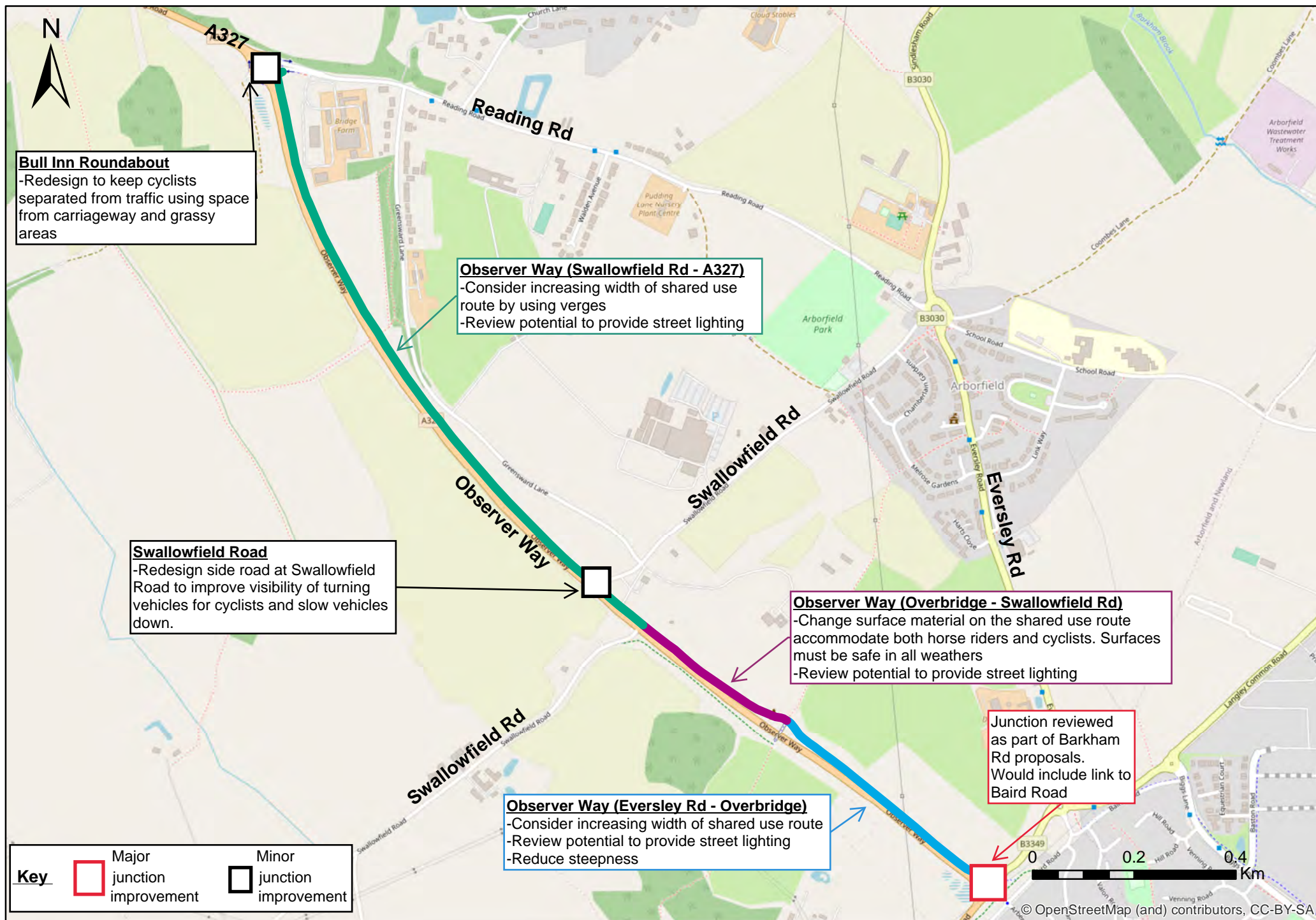
Major
junction
improvement



Minor
junction/crossing
improvement

0 0.2 0.4 0.6 km





St Paul's Church

- Improve lighting through the church grounds
- Ensure route is accessible to all
- Consider replacing barriers
- Vegetation maintenance
- Improved signage and wayfinding

End of St Paul's Church to Mount Pleasant

- Review and install additional lighting on the approach to the footbridge
- Consider whether bridge can be made accessible for wheelchair users
- Ensure vegetation is maintained to improve safety / sense of safety

Mount Pleasant

- Resurface carriageway

New Zebra Crossing

Oxford Road from Mount Pleasant to Frederick Place

- Reduce speed limit to 20mph
- Consider reallocating carriageway space to widen footway

Side Roads (Banbury Close, Havelock Road, Entrance to Station Industrial Estate)

- Ensure provision of dropped kerbs and tactile paving
- Build out footways to reduce turning speeds and shorten the crossing distance at the Station Road Industrial Estate access

Wellington Rd/Barkham Rd

- Redesign junction to separate cyclists from pedestrians and motor traffic, and prioritise cycle movements

Wellington Rd

- Reduce speed limit to 20mph
- Consider reallocating road space to create cycle infrastructure

Reading Rd/Station Approach

- Separate cyclists from pedestrians
- Minimise distance and time required for cyclists to travel through the junction

Station Approach up to car park

- Reduce speed limit to 20mph
- Maintain footway level segregated cycle track, with potential to reallocate space to increase widths available for pedestrians and cyclists

Station Approach

- Redesign the car park entrance to allow a direct and continuous route for pedestrians and cyclists

Station Approach (Car park - Barkham Rd)

- Reduce speed limit to 20mph
- Consider reallocation of space to extend footway level segregated cycle track

Station Road (Southern footway)

- Improve maintenance of vegetation
- Consider reallocating of road space to improve pedestrian and cyclist infrastructure
- Provide seating and shelter at bus stop

Reviewed as part of C3
Finchampstead Rd

Key

- Major junction improvement
- Minor junction improvement



Meadow Road / Pond Heads Lane Connection over A329

- Replace pedestrian island with signalised crossing to allow cyclists to cross onto Meadow Road
- Build out footways to reduce carriageway width and vehicle speeds at junction

Reading Road / Loddon Bridge Road

- Redesign junction to segregate cycle movements from turning traffic

Cavendish Gardens

- Redesign route to Winnersh Triangle station with dropped kerbs, tactile paving, wayfinding and improved lighting

Reading Road / A3290 Roundabout

- Redesign junction, separating cyclists from pedestrians and motor traffic, taking space from the carriageway where needed
- Remove guard railing and reduce the number of stages for pedestrians and cyclists to cross, with straight-across signalised crossings for cyclists
- Consider facilitating an alternative route through the centre of the roundabout

Reading Road (North Wokingham Distributor Road to Sainsbury's)

- Install architectural lighting under the M4 bridge and consider installing a community artwork
- Remove excessive guard railing under M4 bridge and at junctions
- Provide a signalised crossing between Woodward Close and the new roundabout to allow a straight-across crossing

Reading Road / Longdon Road Roundabout

- Provide a section of two-way cycle track between Longdon Road and the North Wokingham Distributor Road with wayfinding and new crossing points to help cyclists to bypass the roundabout

Reading Road (Woosehill Roundabout to North Wokingham Distributor Road)

- Resurface to address significant patching
- Add tactile paving at Old Woose Ln & Simons Ln

Reading Rd (Larch Av to Woosehill Roundabout)

- Resurface footway
- Redesign the junction with Oxford Road to improve for pedestrians as it is currently difficult to cross

Station Approach / Reading Road

- Consider redesigning to remove staggered, time consuming crossings arrangement for pedestrians

Holt Ln / Reading Rd

- Redesign to create a more direct crossing for pedestrians

Reading Road / Sainsbury's Access / Robin Hood Lane

- Redesign junction to segregate cycle movements from turning traffic
- Maximise pedestrian stages and green man time, with minimal waiting time
- Remove guard railing

Reading Rd / N Wokingham Distributor Rd Roundabout

- Introduce separate facilities for pedestrians, cyclists and motor traffic to new roundabout
- Introduce signalised crossings on all arms with sufficient green man time and low waiting times

Reading Road / Woosehill Spine Road

- Replace roundabout with a signalised T-junction with cycle priority features (hold-the-left, bypass for eastbound cycle traffic), widened footways and pedestrian crossings on all arms

Reading Rd (Station Approach to Larch Avenue)

- Address sections of uneven footway on southern side (caused by tree roots and crossovers)
- Consider adding additional signalised crossings

Reading Rd & Shute End (Broad St to Station Approach)

- Remove bollards on northern footway to improve accessibility
- Improve transitions between footway and carriageway
- Add missing tactile paving on northern side
- Address tree root damage to footways

Wokingham Rd / Wilderness Rd junction

- Redesign junction to provide safer and more convenient crossings for cyclists between all arms


Side Roads


- Reduce carriageway width at junctions by building out the footway, in order to reduce traffic speeds and crossing distance.
- Consider raised side road entries and review street lighting.
- Applicable to the following side roads: Holt Lane, Oxford Road, Emmbrook Road, Old Woosehill Lane, Old Forest Road, Sadler's Court, Sadler's Lane, Baslow Road, Arbor Lane, Cavendish Gardens, Retail Access, Mill Lane, Henley Wood Road, Station Road, Kenton Road, Malden Erleigh Drive, Aldbourne Avenue

Entire Route

- Reduce speed limit to 30mph
- Upgrade existing cycling lanes to segregated cycle tracks to create a continuous facility
- Segregate pedestrians and cyclists on shared footways by reallocating road space (hatching, right turn pockets, dual lanes etc.) where necessary
- Where pedestrian islands need removing, ensure a signalised crossing is in place
- Redesign bus stops to ensure continuity of cycle path
- Cycleway will have clear visual priority over side roads
- Parking in cycle lanes and on footways can be stopped through implementation and enforcement of yellow line restrictions
- Address pinch points that reduce footway width to below 1.5m by removing / relocating obstructions or through kerb build outs where necessary
- Improve litter collection and vegetation maintenance where necessary

Key

 Major junction improvement

 Minor junction/crossing improvement



Black Boy Roundabout

- Consider re-timing signals to reduce wait time / increase green time for pedestrians and cyclists
- Improve wayfinding through junction

Shinfield Road Gyratory (west side)

- Consider use of dropped kerbs to allow cyclists to enter/exit the cycleway
- Introduce cycleway priority at side roads

A327 Shinfield Road

- Reduce speed limit to 30mph, and to 20mph outside Crossfields School
- Remove central hatching, turning pockets, narrow the carriageway and claim grass verges to facilitate segregated cycle tracks on both sides of the carriageway
- Replace uncontrolled crossing refuge islands with formal pedestrian crossings
- Where there is not enough space for segregated cycle facilities, reduce the speed limit to 20mph and introduce traffic calming, whilst also introducing shared use paths for pedestrians and cyclists

Hollow Lane / Brookers Hill

- Redesign junction, considering elements such as signal timing, road space allocation and geometry.

Crossing point

- Convert existing uncontrolled crossing point into toucan crossing

Hollow Lane / Church Lane

- Redesign junction to protect cyclists from turning vehicles

Arborfield Road / B3349 Roundabout

- Redesign junction using traffic lights to provide protected crossings for cyclists and pedestrians on each arm
- Tighten junction geometry to reduce traffic speeds

Reading Road / Observer Way roundabout

- Redesign junction using traffic lights to provide protected crossings for cyclists and pedestrians on each arm

Cutbush Lane West Roundabout

- Introduce a more direct crossing point for cyclists and pedestrians from Hollow Lane to Cutbush Lane West.

Hollow Lane and Arborfield Road

- Reduce speed limit to 30mph
- Narrow the carriageway, claim grass verges and narrow the carriageway to create segregated cycle tracks. This includes removing central hatching and right turn pockets

Vickers Close and Unnamed Road

- Build out footways to reduce crossing distances and slow turning vehicles

A327 Reading Road and School Road (Greensward Lane to Barkham Road)

- Reduce speed limit to 30mph and add traffic calming (such as narrowing the carriageway)
- Investigate potential to take space from grass verges or to widen the highway into adjacent fields to provide segregated cycle track.
- Alternatively, promote and improve the alternative route via Observer Way / Greensward Lane and Swallowfield Road

Shinfield Eastern Relief Road Roundabout

- Redesign junction to provide protected crossings for cyclists and pedestrians on each arm
- Tighten junction geometry to reduce traffic speeds

A327 Reading Road (Shinfield Eastern Relief Road roundabout to Observer Way roundabout)

- Narrow the carriageway and reallocate space to create a segregated cycle tracks, also taking space from grass verges where needed
- Reduce speed limit to 30mph
- Pass cycle track behind bus stops through a 'bus stop bypass'

Bull Inn Roundabout

- Redesign to keep cyclists separated from traffic using space from carriageway and grassy areas

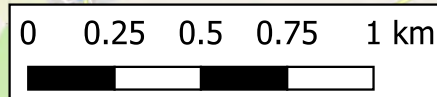
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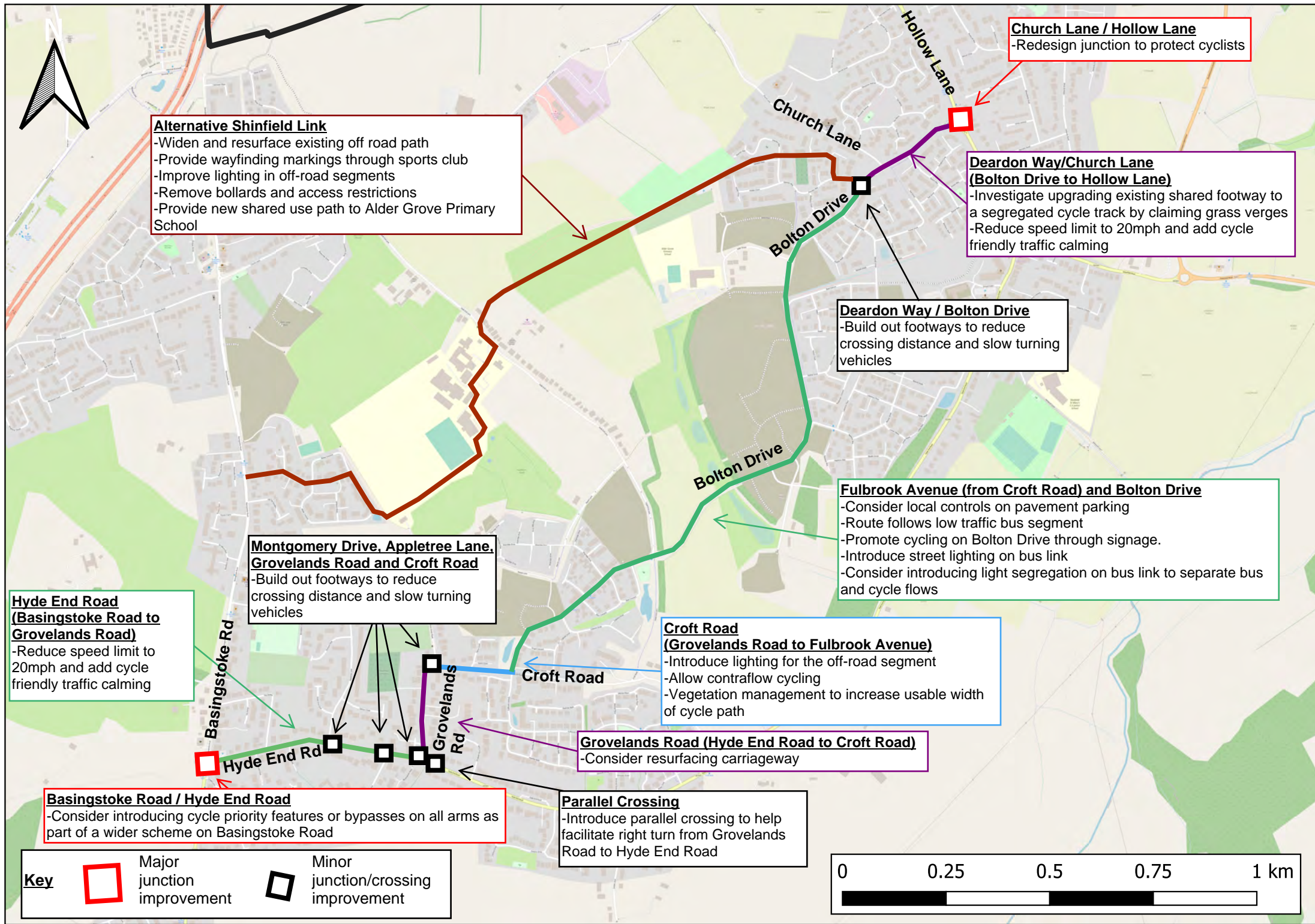


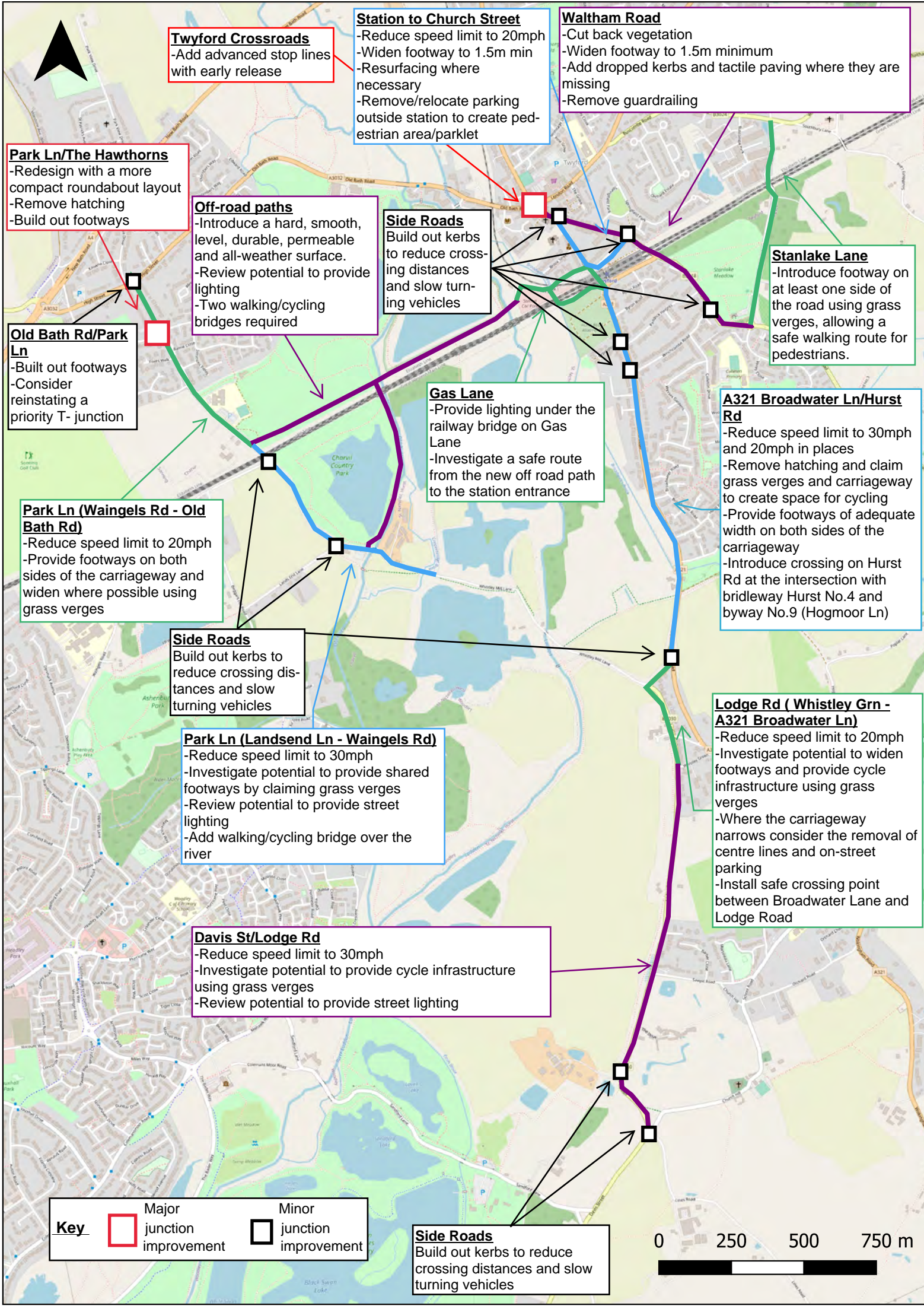
Major
junction
improvement



Minor
junction/crossing
improvement







Twyford Crossroads
-Add advanced stop lines with early release

Station to Church Street
-Reduce speed limit to 20mph
-Widen footway to 1.5m min
-Resurfacing where necessary
-Remove/relocate parking outside station to create pedestrian area/parklet

Waltham Road
-Cut back vegetation
-Widen footway to 1.5m minimum
-Add dropped kerbs and tactile paving where they are missing
-Remove guardrail

Park Ln/The Hawthorns
-Redesign with a more compact roundabout layout
-Remove hatching
-Build out footways

Off-road paths
-Introduce a hard, smooth, level, durable, permeable and all-weather surface.
-Review potential to provide lighting
-Two walking/cycling bridges required

Side Roads
Build out kerbs to reduce crossing distances and slow turning vehicles

Stanlake Lane
-Introduce footway on at least one side of the road using grass verges, allowing a safe walking route for pedestrians.

Old Bath Rd/Park Ln
-Built out footways
-Consider reinstating a priority T-junction

Gas Lane
-Provide lighting under the railway bridge on Gas Lane
-Investigate a safe route from the new off road path to the station entrance

A321 Broadwater Ln/Hurst Rd
-Reduce speed limit to 30mph and 20mph in places
-Remove hatching and claim grass verges and carriageway to create space for cycling
-Provide footways of adequate width on both sides of the carriageway
-Introduce crossing on Hurst Rd at the intersection with bridleway Hurst No.4 and byway No.9 (Hogmoor Ln)

Park Ln (Waingels Rd - Old Bath Rd)
-Reduce speed limit to 20mph
-Provide footways on both sides of the carriageway and widen where possible using grass verges

Side Roads
Build out kerbs to reduce crossing distances and slow turning vehicles

Park Ln (Landsend Ln - Waingels Rd)
-Reduce speed limit to 30mph
-Investigate potential to provide shared footways by claiming grass verges
-Review potential to provide street lighting
-Add walking/cycling bridge over the river

Lodge Rd (Whistley Grn - A321 Broadwater Ln)
-Reduce speed limit to 20mph
-Investigate potential to widen footways and provide cycle infrastructure using grass verges
-Where the carriageway narrows consider the removal of centre lines and on-street parking
-Install safe crossing point between Broadwater Lane and Lodge Road

Davis St/Lodge Rd
-Reduce speed limit to 30mph
-Investigate potential to provide cycle infrastructure using grass verges
-Review potential to provide street lighting

Key

	Major junction improvement		Minor junction improvement
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Side Roads
Build out kerbs to reduce crossing distances and slow turning vehicles



River Thames crossing

- Investigate potential for a pedestrian/cycle bridge over the Thames near Wargrave
- This crossing would be connected to the cycle network with high quality cycle infrastructure

A321 (New Bath Road to Braybrooke Road)

- Widen existing shared footway using space from grass verges and carriageway. Consider realigning the carriageway to facilitate a wider path.
- If wide enough, consider separating footway into a separate footway/cycleway
- Reducing speed limit to 30mph along the route, and to 20mph outside the Piggott School
- Relocate street furniture south of Braybrooke Road to allow larger cycles to access crossing / add dropped kerb south of crossing

Wargrave Road

- Cyclists to bypass roundabout via segregated path on Wargrave Road
- Ensure there is enough space for non-standard cycles to pass the bollard modal filters
- Review of the lighting in this section
- Remove guardrails at signalised crossing
- Provide tactile paving where absent
- Increase footway width to 2m
- Cut back vegetation
- Reduce speed limit to 20mph

A4 Bath Road / A321 Wargrave Road

- Introduce signalised crossing for cyclists and pedestrians on the eastern arm
- Remove excessive guardrails / bollards
- Provide dropped kerbs and tactile paving

Yewhurst Close

- Build out footways to reduce crossing distances and slow turning vehicles

A321 (Hermitage Drive to Station Road)

- Investigate claiming grass verges and narrowing the carriageway to create space for cycling
- Reduce speed limit to 20mph and install cycle-friendly traffic calming

Wargrave High Street Road Speed Limit Change

- Vehicle flows and speeds are too high for cycle traffic to mix on the carriageway
- Reduce speed limit to 20mph and introduce cycle-friendly traffic calming
- Also consider possible means for reducing general traffic and/or helping facilitate cycle journeys through residential streets

A321 High Street / School Lane

- Add advanced stop lines with early release to help cyclists get ahead of general traffic before passing through narrow segment

A321 side roads

- Ensure cycleway has clear visual priority over side roads and tighten radii if possible

New crossings across A321 and Amberley Drive

- Add a signalised crossing across the A321 to help cyclists travelling northbound access the facilities on the southeastern corner of the junction
- Consider an unsignalised parallel crossing across Amberly Drive to give pedestrians and cyclists priority where there is currently an uncontrolled crossing

Hermitage Drive

- Build out footways to reduce crossing distances and slow turning vehicles

Twyford Crossroads

- Add advanced stop lines with early release to help cyclists get ahead of general traffic before passing through narrow segment

Church Street between church and London Road

- Implement parking restrictions to reduce footway parking
- Build out footway on Church Road, reducing the crossing distance
- Reduce speed limit to 20mph

Hurst Road to Station Road

- Add cycle rails to steps over railway, in addition to existing lifts
- Install lighting at Gas Lane as an alternative route

Key



Major
junction
improvement



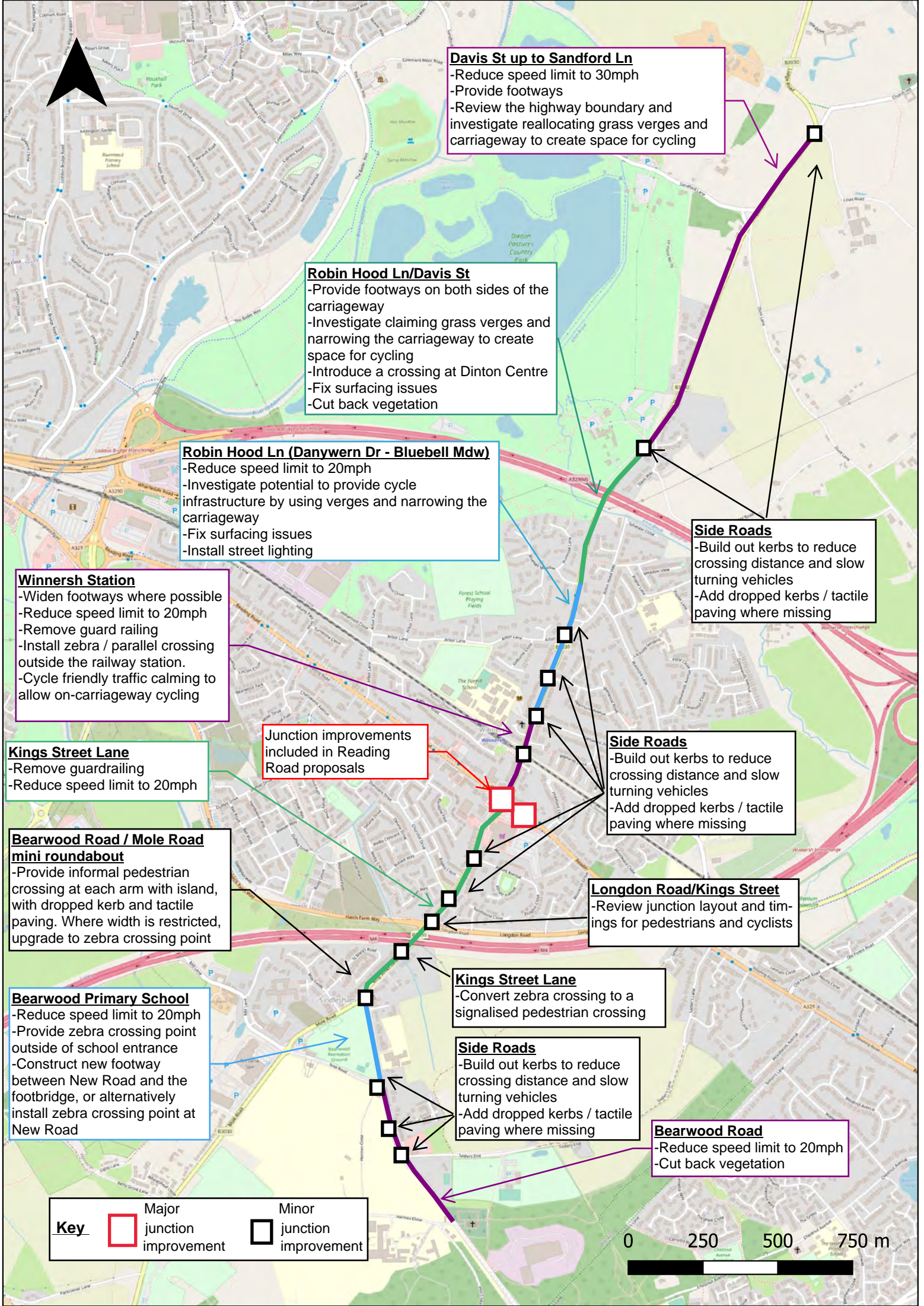
Minor
junction/crossing
improvement

Twyford Town Centre

- Increase available cycle parking

0 0.2 0.4 0.6 0.8 1 km





Davis St up to Sandford Ln
-Reduce speed limit to 30mph
-Provide footways
-Review the highway boundary and investigate reallocating grass verges and carriageway to create space for cycling

Robin Hood Ln/Davis St
-Provide footways on both sides of the carriageway
-Investigate claiming grass verges and narrowing the carriageway to create space for cycling
-Introduce a crossing at Dinton Centre
-Fix surfacing issues
-Cut back vegetation

Robin Hood Ln (Danywern Dr - Bluebell Mdw)
-Reduce speed limit to 20mph
-Investigate potential to provide cycle infrastructure by using verges and narrowing the carriageway
-Fix surfacing issues
-Install street lighting

Winnersh Station
-Widen footways where possible
-Reduce speed limit to 20mph
-Remove guard railing
-Install zebra / parallel crossing outside the railway station.
-Cycle friendly traffic calming to allow on-carriageway cycling

Kings Street Lane
-Remove guardrailing
-Reduce speed limit to 20mph

Junction improvements included in Reading Road proposals

Side Roads
-Build out kerbs to reduce crossing distance and slow turning vehicles
-Add dropped kerbs / tactile paving where missing

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-Build out kerbs to reduce crossing distance and slow turning vehicles
-Add dropped kerbs / tactile paving where missing

Bearwood Road / Mole Road mini roundabout
-Provide informal pedestrian crossing at each arm with island, with dropped kerb and tactile paving. Where width is restricted, upgrade to zebra crossing point

Longdon Road/Kings Street
-Review junction layout and timings for pedestrians and cyclists

Bearwood Primary School
-Reduce speed limit to 20mph
-Provide zebra crossing point outside of school entrance
-Construct new footway between New Road and the footbridge, or alternatively install zebra crossing point at New Road

Kings Street Lane
-Convert zebra crossing to a signalised pedestrian crossing

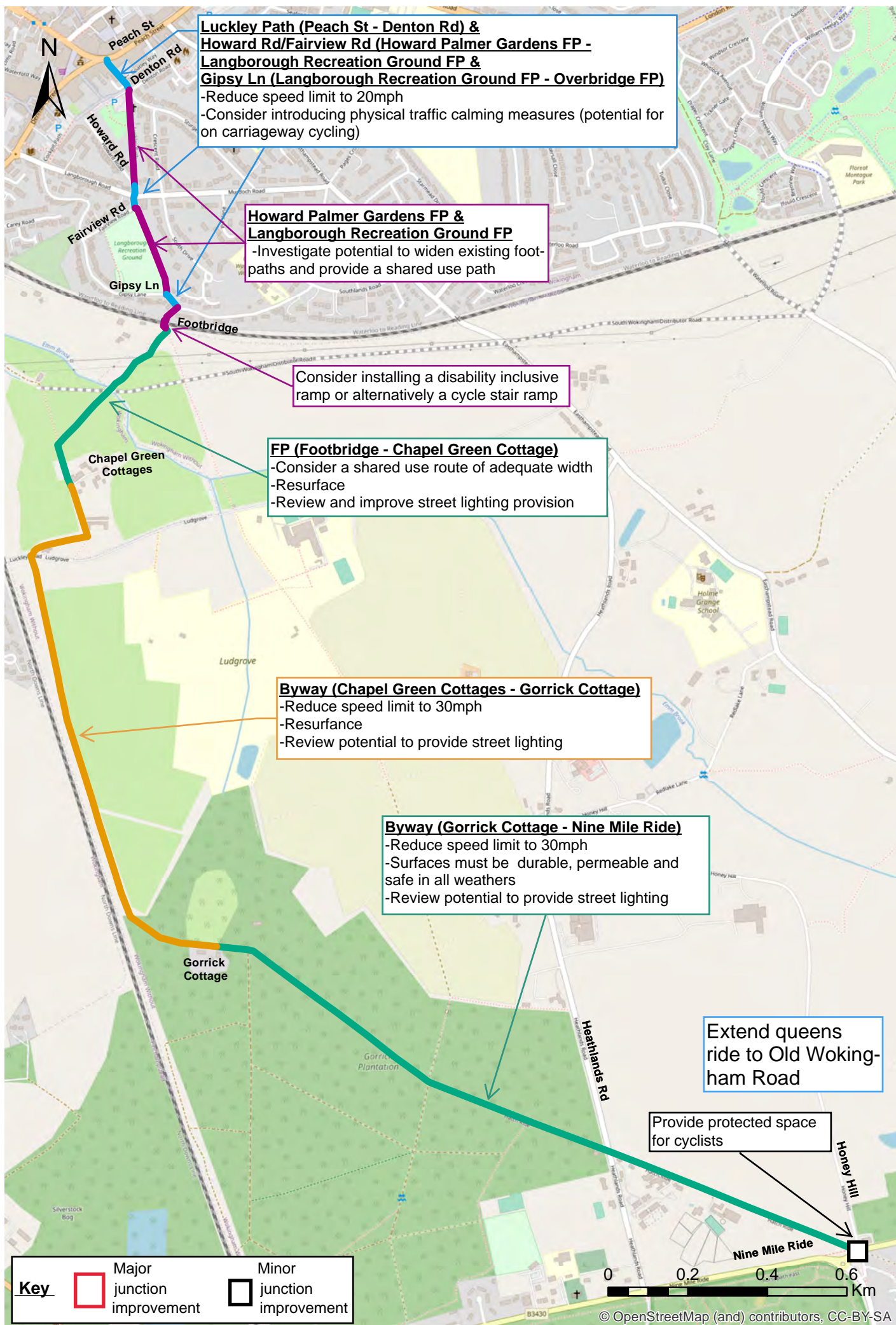
Side Roads
-Build out kerbs to reduce crossing distance and slow turning vehicles
-Add dropped kerbs / tactile paving where missing

Bearwood Road
-Reduce speed limit to 20mph
-Cut back vegetation

Key

	Major junction improvement
	Minor junction improvement





Key



Major
junction
improvement



Minor
junction/crossing
improvement

Minor Junction Improvements

- Building out kerbs/footways to reduce crossing distance and slow turning vehicles
- Add dropped kerbs / tactile paving where missing
- Crossing improvements

Denmark Ave/Tippings Ln (Waingels Rd - Duffield Rd)

- Between Denmark Ave and Tippings Ln consider a segregated two-way cycle track through Ashenbury Park
- Between Tippings Ln and Duffield Rd reduce speed limit to 20mph and use grass verges to widen existing footways

Reading Road to Western Avenue

- Cut back vegetation and resurface where needed
- Explore claiming grass verge to increase footway width
- Provide tactile paving and dropped kerbs where absent
- Increase footway width at bus shelters

Church Rd (Duffield Rd - Butts Hill Rd)

- Reduce speed limit to 20mph
- Consider introducing physical traffic calming measures
- Widen footways by claiming grass verges

Butts Hill Rd (Church Rd - Headley Rd)

- Reduce speed limit to 20mph
- Remove central hatching, narrow carriageway and investigate claiming grass verges to create space for segregated cycle tracks

Waingels Rd (Blackberries - Denmark Ave)

- Reduce speed limit to 20mph
- Investigate potential to provide shared use footways on both sides of carriageway
- Review potential to provide street lighting
- Consider introducing a school street

Waingels Rd (Park Ln - Blackberries)

- Reduce speed limit to 20mph
- Investigate potential to provide shared use footways on both sides of carriageway
- Review potential to provide street lighting

Beggars Hill Road and Landsend Lane

- Reduce speed limit to 30mph
- Cycle wayfinding signage

Footpath/bridge behind Heron on the Ford (Landsend Lane to Whistley Mill Lane)

- Add cycle bridge at the ford
- Reduce speed limit to 30mph
- Improve street lighting

Ashenbury Park

- Resurface path
- Provide lighting on the route
- Cut back vegetation

Footpath (Beggar's Hill Road)

- Where possible, widen the path to at least 3m
- Include signage and logos to increase visibility of cyclists
- Review lighting and add environmentally sensitive lighting where needed
- Cut back vegetation
- Add cycle connection to new development (to either Forest Road or Hawthorn Crescent)

Headley Rd E to Ashenbury Park

- Widen existing footway
- Explore realigning carriageway to introduce footway on other sides.
- Provide crossing facilities at Headley Cl to allow for safe access to footway provision

Mohawk Way

- Remove guardrail at Beggar's Hill Road footpath and replace with bollards 1.2m apart. Add dropped kerb
- Replace uncontrolled crossings with zebra crossings to remove pinch points
- Consider removing the hatching and narrowing the carriageway
- Consider a modal filter near Blanchard Close to reduce through traffic
- Reduce speed limit to 20mph

Hurricane Way

- Reduce speed limit to 20mph
- Remove hatching and right turn pockets, narrow the carriageway and introduce other cycle-friendly traffic calming
- Consider the possibility of adding more connections for cyclists (e.g. paths to Victor Way, Lysander Close, and a route through Sandford Park)

Headley Road and Spitfire Way roundabouts

- Redesign junction to provide protected crossings for cyclists on all junction arms

Headley Road East

- Add segregated cycle tracks in both directions, reallocating space from carriageway/hatching, footways and grass verges
- In narrow sections this may require short sections of shared footway

Woodlands Avenue

- Separate scheme as part of the Active Travel Fund

