

## CHALVEY ONE WAY EXPERIMENTAL SCHEME

### FEEDBACK FROM TRANSPORT TO LAF

#### Ledgers Road – Trial One Way Traffic Scheme

Thankyou for your comments and concerns regarding the contra-flow cycle lane facility that is proposed as part of the trial scheme.

I should first explain the background to the whole scheme to set the context.

The local community in Chalvey has repeatedly told the Council, through correspondence and consultation, that traffic problems are a major concern in Chalvey. These problems include traffic congestion, road casualties, pollution environmental concerns, lack of parking and access facilities and concerns that all these combine to degrade the quality of life of residents.

In consultation with residents' groups, the Council has developed a package of measures, which aim to alleviate these problems. This includes making a number of streets in Chalvey 'one way' to motorised traffic.

Whilst these measures will provide benefit to most vulnerable road users, we have tried to provide a means for people to continue to be able to access facilities, amenities and premises in Chalvey by bike without lengthy detours.

We have designed street-specific contra-flow facilities for the whole area to the latest national guidance to provide permeability for cyclists when the movement of all other traffic is restricted.

Research has demonstrated that properly designed contra-flow schemes can be successfully provided at sites with adverse conditions including:

- very narrow streets,
- streets with high pedestrian flows and
- streets with high levels of kerbside parking or loading activity.

Cycling in contra flow can be safer, as well as more convenient than cycling along an alternative route, which is likely to involve longer distances and may be more hazardous.

We however acknowledge that in narrow streets, cyclists can feel intimidated by oncoming motor vehicles and we have deliberately staggered the parking bays to make use of their presence as a means of reducing traffic speed.

We have also included in the design :

- Cycle entry (and exit) points segregated from the opposing flow to highlight the presence of cyclists and can improve their safety.
- Physical islands to try to reduce speeds to 20 mph or less
- A continuous marked contra-flow cycle lane that is 1.8m wide where road widths allow (1.5m minimum)
- A buffer zone between the parking bays and the cycle lane of between 0.5 and 1 metre

We will continue to monitor the effect of the scheme and analyse feedback from all users and adjust the scheme to reflect those comments.

**From:** Marsh Keith  
**Sent:** 15 November 2011 09:23  
**To:** Wheeler Jacqui  
**Cc:** Healey Nick  
**Subject:** RE: Chalvey road works

Hi Jacqui,

As the designer of this scheme and many cycle/pedestrian facilities across the UK, I hope I can answer Ian's concerns and request for a 'split level' facility.

The type of path where pedestrians, cyclists and cars are at slightly different levels can work well in some locations as it provides a slight physical separation and segregation. However there are also some disadvantages that have been weighed up during the design process.

- In this particular situation (adjacent to the school) we are trying to achieve a 'shared-use' environment where pupils & parents can cycle or walk together in the same space. Segregation in such locations rarely works as convivial human nature overrides most engineering interventions such as lines or signs.
- In areas where there is a concentrated activity – walking, cycling, people crossing the road etc. a change in level can be hazardous. The half-height kerb required can become a trip problem for pedestrians which then requires other measures to prevent e.g. barriers and railings
- In areas outside school where parking and dropping off pupils is prevalent, a low kerb between the road and cycleway would be very attractive to motorists to mount and drive over. This again would require other physical measures (bollards/barriers/railings) as a deterrent.

These issues have been considered as problems that would make a 'split-level' segregated path unsuitable for this particular situation and has led to the choice for the path that is proposed.

I hope this helps to explain the rationale.

Keith

## EMAILS TO TRANSPORT FROM LAF SINCE LAST MEETING

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**From:** Wheeler Jacqui  
**Sent:** 10 November 2011 10:49  
**To:** Healey Nick; Marsh Keith  
**Subject:** FW: Chalvey road works

Hi Keith/Nick,

Please see further email dated 4<sup>th</sup> November 2011 below received from Local Access Forum member Ian Houghton with further comment after seeing the Ragstone Road part of the Chalvey Scheme. I will continue to forward any further comments I receive. I will also forward the feedback received from you to members.

Regards  
Jacqui

*This email constitutes formal advice from the Slough Local Access Forum. Slough Borough Council is required, in accordance with section 94(5) of the Countryside and Rights of Way Act 2000, to have regard to relevant advice from this forum in carrying out its functions.*

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**From:** ian [mailto:ian@fonant.co.uk]  
**Sent:** 04 November 2011 20:21  
**To:** Wheeler Jacqui  
**Subject:** RE: Chalvey road works

Hi Jacqui

Many thanks for this, pleased about the contra-flow cycle lane but not happy and the bit at the north end of the road where it becomes shared use with pedestrians. Why can this bit not be a separate cycle lane and footpath, preferably with the cycle lane raised above the road level as per cycle lanes in Denmark – see photos. These were a joy to cycle on keeping cyclists away from cars and

pedestrians as merging you back into the traffic at junctions so that priority was not lost.

Thanks  
Ian

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**From:** Wheeler Jacqui [mailto:jacqui.wheeler@slough.gov.uk]  
**Sent:** 04 November 2011 13:53  
**To:** Ashton Joannah; Clark Teresa; z David Munkley; Dick Sable; z Ian Penny; z Jeannie; ken wright; malcolm hellings; Martin Gilchrist; NE; Nimrit Chohan; Parmar Satpal; steve@cycle-wise.co.uk; toby evans  
**Subject:** RE: Chalvey road works

Hi all,

Please see attached the latest design for the Ragstone Road stretch of the Chalvey One Way Scheme. Nick Healey has informed me that cycle contra-flow has been provided the full length of Ragstone Road, to ensure that Chalvey is as permeable as possible for cyclists. Please could you let me have any comments as before and I will ensure they are passed through to the relevant officers. I will also be asking for feedback on these and on previous comments.

Regards  
Jacqui

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**From:** ian [mailto:ian@fonant.co.uk]  
**Sent:** 03 November 2011 19:18  
**To:** Wheeler Jacqui  
**Cc:** Clark Teresa; 'dave coe'; 'David Munkley'; 'Dick Sable'; Gray Claire; z Jeannie; 'ken wright'; 'malcolm hellings'; 'Nimrit Chohan'; Parmar Satpal; steve@cycle-wise.co.uk; 'toby evans'  
**Subject:** RE: Chalvey road works

Hi Jacqui,

Thanks for the extra plan of Ledgers road. I have concerns about this, on the north part of Ledgers Road being developed the car parking spaces are on the East Side and the cycle lane is between the parked cars and the carriageway. I do think this is the best

arrangement as there is danger to cyclists from parked cars opening their doors and people stepping out from behind the cars the cross the road. Having all the spaces on the West side would be safer, but would mean less parking spaces due to existing private vehicle access.

Regards  
Ian

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**From:** Wheeler Jacqui [mailto:jacqui.wheeler@slough.gov.uk]  
**Sent:** 31 October 2011 10:21  
**To:** z Ian Penny  
**Cc:** Clark Teresa; 'dave coe'; 'David Munkley'; 'Dick Sable'; Gray Claire; z Jeannie; 'ken wright'; 'malcolm hellings'; 'Nimrit Chohan'; Parmar Satpal; steve@cycle-wise.co.uk; 'toby evans'  
**Subject:** RE: Chalvey road works

Hi all,

If anyone has any further comments on this scheme please send them through to me and I will forward them to the Transport team, as they arise. I will make sure all comments are noted as coming from the Local Access Forum. I've been informed that the 6 month consultation period will begin when the scheme is completely in place and at the moment this is looking likely to be the end of November. Please see attached a further drawing showing the Ledgers Road layout and the consultation leaflet that has been distributed.

Regards  
Jacqui

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**From:** ian [mailto:ian@fonant.co.uk]  
**Sent:** 24 October 2011 20:49  
**To:** Wheeler Jacqui  
**Cc:** Clark Teresa; 'dave coe'; 'David Munkley'; 'Dick Sable'; Gray Claire; z Jeannie; 'ken wright'; 'malcolm hellings'; 'Nimrit Chohan'; Parmar Satpal; steve@cycle-wise.co.uk; 'toby evans'  
**Subject:** RE: Chalvey road works

Hi Jacqui,

I have been looking through the plans and on Ragstone Road there appears not to be a contra-flow cycle lane as mentioned below. This lane would be very useful and would run on the west side of the road where the houses have driveways, this would allow parking on the east side where most of the houses do not have any parking. Otherwise the plans look good, if I have any other thoughts I will let you know.

Also I will be forwarding the plans onto the local cycle forum for them to comment on. Who will be the best person for them to contact?

Thanks  
Ian

#### LATEST UPDATE ON SCHEME

The works on site are delayed due to Thames Water still being on site in Ledgers Road and Ragstone Road. It looks likely that works will be completed by mid January, dependent on the weather.