

Public Document Pack

NOTICE OF MEETING

www.rbwm.gov.uk



CYCLE FORUM

will meet on

MONDAY, 1ST OCTOBER, 2018

At 6.30 pm

in the

COUNCIL CHAMBER - GUILDHALL , WINDSOR

TO: MEMBERS OF THE CYCLE FORUM

COUNCILLORS MALCOLM BEER, PAUL LION, DEREK WILSON (CHAIRMAN) AND
LYNDA YONG (VICE-CHAIRMAN)

SUBSTITUTE MEMBERS

COUNCILLORS WISDOM DA COSTA, SAYONARA LUXTON, MARION MILLS AND
JULIAN SHARPE

Karen Shepherd – Service Lead- Democratic Services - Issued: 21/09/2018

Members of the Press and Public are welcome to attend Part I of this meeting. The agenda is available on the Council's web site at www.rbwm.gov.uk or contact the Panel Administrator **Nabihah Hassan-Farooq** 01628796345

Fire Alarm - In the event of the fire alarm sounding or other emergency, please leave the building quickly and calmly by the nearest exit. Do not stop to collect personal belongings and do not use the lifts. Congregate in the Town Hall Car Park, Park Street, Maidenhead (immediately adjacent to the Town Hall) and do not re-enter the building until told to do so by a member of staff.

Recording of Meetings – The Council allows the filming, recording and photography of public Council meetings. This may be undertaken by the Council itself, or any person attending the meeting. By entering the meeting room you are acknowledging that you may be audio or video recorded and that this recording will be available for public viewing on the RBWM website. If you have any questions regarding the council's policy, please speak to the Democratic Services or Legal representative at the meeting.

AGENDA

PART I

<u>ITEM</u>	<u>SUBJECT</u>	<u>PAGE NO</u>
1.	<u>WELCOME AND INTRODUCTIONS</u> To receive introductions from all attending members of the Forum	-
2.	<u>APOLOGIES FOR ABSENCE</u> To receive any apologies for absence.	-
3.	<u>DECLARATIONS OF INTEREST</u> To receive any declarations of interest.	5 - 6
4.	<u>MINUTES OF THE MEETING HELD ON THE 2ND JULY 2018</u> To note and agree the part I minutes of the meeting held on the 2 nd July 2018.	7 - 10
5.	<u>CYCLING ACTION PLAN</u> To receive a verbal update from Gordon Oliver on the above titled item.	Verbal Report
6.	<u>CYCLE SAFETY CAMPAIGNS</u> To receive a verbal report from Gordon Oliver on the above titled item.	Verbal Report
7.	<u>CONSULTATION ON NEW CYCLING OFFENCES</u> To receive a report on the above titled item.	11 - 18
8.	<u>CYCLE WAYFINDING</u> To receive a report on the above titled item.	19 - 28
9.	<u>WALKING AND CYCLING STRATEGIES AND DESIGN GUIDANCE- WHAT'S THE POINT?</u> To receive a presentation by Susy Shearer on the above titled item.	Verbal Report
10.	<u>FUTURE MEETING DATES</u> The date of the next meetings are confirmed as follows: <ul style="list-style-type: none">• 14th January 2019 at 6.30pm- Council Chamber, Town Hall, Maidenhead• 15th April 2018 at 6.30pm – Chamber, Guildhall, Windsor	

This page is intentionally left blank

MEMBERS' GUIDE TO DECLARING INTERESTS IN MEETINGS

Disclosure at Meetings

If a Member has not disclosed an interest in their Register of Interests, they **must make** the declaration of interest at the beginning of the meeting, or as soon as they are aware that they have a DPI or Prejudicial Interest. If a Member has already disclosed the interest in their Register of Interests they are still required to disclose this in the meeting if it relates to the matter being discussed.

A member with a DPI or Prejudicial Interest **may make representations at the start of the item but must not take part in the discussion or vote at a meeting.** The speaking time allocated for Members to make representations is at the discretion of the Chairman of the meeting. In order to avoid any accusations of taking part in the discussion or vote, after speaking, Members should move away from the panel table to a public area or, if they wish, leave the room. If the interest declared has not been entered on to a Members' Register of Interests, they must notify the Monitoring Officer in writing within the next 28 days following the meeting.

Disclosable Pecuniary Interests (DPIs) (relating to the Member or their partner) include:

- Any employment, office, trade, profession or vocation carried on for profit or gain.
- Any payment or provision of any other financial benefit made in respect of any expenses occurred in carrying out member duties or election expenses.
- Any contract under which goods and services are to be provided/works to be executed which has not been fully discharged.
- Any beneficial interest in land within the area of the relevant authority.
- Any licence to occupy land in the area of the relevant authority for a month or longer.
- Any tenancy where the landlord is the relevant authority, and the tenant is a body in which the relevant person has a beneficial interest.
- Any beneficial interest in securities of a body where:
 - a) that body has a piece of business or land in the area of the relevant authority, and
 - b) either (i) the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body **or** (ii) the total nominal value of the shares of any one class belonging to the relevant person exceeds one hundredth of the total issued share capital of that class.

Any Member who is unsure if their interest falls within any of the above legal definitions should seek advice from the Monitoring Officer in advance of the meeting.

A Member with a DPI should state in the meeting: ***'I declare a Disclosable Pecuniary Interest in item x because xxx. As soon as we come to that item, I will leave the room/ move to the public area for the entire duration of the discussion and not take part in the vote.'***

Or, if making representations on the item: ***'I declare a Disclosable Pecuniary Interest in item x because xxx. As soon as we come to that item, I will make representations, then I will leave the room/ move to the public area for the entire duration of the discussion and not take part in the vote.'***

Prejudicial Interests

Any interest which a reasonable, fair minded and informed member of the public would reasonably believe is so significant that it harms or impairs the Member's ability to judge the public interest in the item, i.e. a Member's decision making is influenced by their interest so that they are not able to impartially consider relevant issues.

A Member with a Prejudicial interest should state in the meeting: ***'I declare a Prejudicial Interest in item x because xxx. As soon as we come to that item, I will leave the room/ move to the public area for the entire duration of the discussion and not take part in the vote.'***

Or, if making representations in the item: ***'I declare a Prejudicial Interest in item x because xxx. As soon as we come to that item, I will make representations, then I will leave the room/ move to the public area for the entire duration of the discussion and not take part in the vote.'***

Personal interests

Any other connection or association which a member of the public may reasonably think may influence a Member when making a decision on council matters.

Members with a Personal Interest should state at the meeting: ***'I wish to declare a Personal Interest in item x because xxx'. As this is a Personal Interest only, I will take part in the discussion and vote on the matter.***

This page is intentionally left blank

CYCLE FORUM

MONDAY, 2 JULY 2018

PRESENT: Councillors Derek Wilson (Chairman) and Lynda Yong (Vice-Chairman)

Also in attendance:

Officers: Gordon Oliver and Nabihah Hassan-Farooq

WELCOME AND INTRODUCTIONS

The Chair welcomed everyone to the meeting and asked for attendees to introduce themselves.

DECLARATION OF INTERESTS

None.

APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Lion.

MINUTES OF THE MEETING HELD ON 9TH APRIL 2018

RESOLVED UNANIMOUSLY; That the minutes of the minute be approved subject to the following amendment:

- That the use of the term “public bike scheme” be amended to “electric bike scheme.”

CYCLING ACTION PLAN

Gordon Oliver outlined the item. The Panel were informed that the cycling task and finish group had reviewed the 2017 draft of the Cycling Action Plan and that this had been referred to the Highways and Transport Overview and Scrutiny Panel for approval. It was highlighted that there had been very few amendments made and that this report would be heard at the scheduled September Cabinet meeting.

Members were informed that the plan had been published in May along with the minutes of the meeting.

ACTION- That Gordon Oliver circulate the link to the Cycling Action Plan to all Members.

CLOSE PASS INITIATIVE UPDATE

Gordon Oliver outlined the item and explained that the close pass initiative had been developed by West Midlands Police. The initiative was carried out on pre-determined routes and aimed to target vehicle users when passing too closing to cyclists. It was outlined that there was an education team who offered a brief education session or a prosecution to offenders. There had been a 20% reduction in cyclist casualties as a result of the scheme and other authorities had adopted the initiative or were rolling them out in the near future.

It was noted that there had been conversations with Thames Valley Police (TVP) and that information on awareness had been disseminated. It was highlighted that there had been no mention regarding funding for a local initiative but that training and close pass mats were already owned by TVP. TVP had stated that there had been an issue with motorists that TVP would prosecute based on video evidence. The Forum were informed that there had been a close pass initiative run by Hampshire Police and TVP. Numbers of reported incidents had been lower than ten and it was stated that the focus was around promotion of safety awareness as opposed to enforcement action for TVP. Members of the Forum were told that video evidence could be submitted via the TVP website. Members were also reminded that there was a 14 day limit to submit evidence after an incident had occurred.

RBWM had offered to provide assistance and support from the Community Wardens to offer education. Training could have been provided by RBWM partner, Agilysis or Berkshire Fire and Rescue service. It was felt that an initiative could be advanced without Thames Valley Police and could be designed to support TVP or as a standalone initiative which could include; media, publications and variable message signs across the borough.

ACTION- That David Gordon circulate the link to the TVP website for submitting evidence.

Members discussed whether there had been an outlined proposal for a scheme and that there was some work remaining on the time scales of delivery for the project. It was also discussed whether the national Transport Authority could be contacted regarding the wording of the signage around the borough could be changed. Members agreed that positive messaging was needed and that signs around Windsor could be implemented to state a safe distance of 1.5m. it was also agreed that the message would be distributed through the Cycle Hub and that there should be a regular slot in the 'in and around the Royal Borough' newsletters. Members were reminded that the signage around the borough, "think bike" was a national government set scheme and that this could not be changed.

WAYFINDING IMPROVEMENTS

Gordon Oliver presented the item and outlined the key priorities and wayfinding schemes as set out in the draft Cycling Action Plan.

Priorities included:

- An agreed system of wayfinding
- Considered branding of key routes
- Reviewed and updates cycled route map
- Reviewed and improved accuracy of ongoing cycle journey planners.

Wayfinding schemes were outlined as followed;

- Bisham and Cookham- improved direction signage on existing routes
- Bray- improved direction signange on existing cycle routes
- Eton and Eton Wick- improved direction signage on B3022 Slough Road.
- Hurley and Walthams- Improved direction signage on NCN4
- Windsor- signed quiet route between Allma Road and town centre.

It was highlighted that there was £14,000 available in 2018/19 for these changes to be implemented. A brief overview of the wayfinding tools were outlines which included, route branding, monoliths/information boards and online journey planners. It was highlighted that a clear signing strategy was needed. The presentation also outlined strengths and weaknesses of current cycle network maps. Members of the forum were also shown cycle maps from Bath and Bristol to highlight different topographical maps. The presentation also included details of

online journey planners and examples such as Cycle Streets, Google maps and Better by Bike.

Next steps included:

- Setting up a working group
- Review best practice
- Auditing routes
- Designing and delivering of schemes
- Online mapping- audit networks and edit mapping/highlighting changes
- RBWM Map- Reviewing the map; reviewing best practice; commissioning cartographers and printing and distributing maps.

ACTION- That Gordon Oliver distributes the presentation to Members of the Cycle Forum.

Members discussed the outsourcing of some items to residents and Members were keen to start a new working group. Members discussed different types of maps such as London Cycle Maps which were presented like the London Underground tube map. Members also stated that they did not think that a standard map would not be useful and that a review of the map was needed. It was also highlighted that key routes would need to be identified and there had been some work on this through this Cycling Action Plan. The Chair stated that he had been aware of some routes that were not user friendly into the town from Windsor and that some routes may need to be altered in Windsor to mitigate this issue in the future.

AOB

Members discussed whether a recently seen cycling group from Bray had been issued a licence and it was confirmed that they had been. Parish Councillors had been notified and it was noted that they should be informed about events like this in the future. It was noted that race organisers should inform all relevant parties.

Susy Shearer updated the Forum with details of the petition which had been heard at the last meeting and informed Members that the petition had achieved 150,000 signatories.

Members discussed a new hidden style track which was being built in Stoke Poges, Slough and discussed whether a track could be provided in the borough.

ACTION- Gordon Oliver to check eligibility for any funding and whether any local landowner could be consulted with for a hidden style cycle track.

ACTION- That Gordon Oliver circulates details of the emerging working group to all Forum Members.

Members also discussed the use of protected areas such as forests and woodlands and whether this could be utilised for cyclists, for. E.g, Windsor Great Park. It was highlighted that there had been difficulties in gaining proper use of the land for cyclists and that there was some further work to be done in the future.

DATES OF THE NEXT MEETINGS

The dates of the next meeting were noted as follows;

- 1st October 2018 at 6.30pm – Guildhall, Windsor
- 14th January 2019 at 6.30pm- Council Chamber, Town Hall, Maidenhead
- 15th April 2019 at 6.30pm- Guildhall, Windsor

The meeting, which began at 6.36 pm, finished at 7.53 pm

CHAIRMAN.....

DATE.....

ITEM: CONSULTATION ON NEW CYCLING OFFENCES

Report Author: Gordon Oliver **Position:** Principal Transport Planner

1. Purpose of the Report

- 1.1 This report summarises the Department for Transport (DfT) consultation¹ which is seeking views on whether or not there should be new offences for causing death or serious injury when cycling, and what the associated penalties might be. The consultation also seeks views on the scope and penalties of existing offences, which currently only apply to cyclists when they are on public roads (including pavements), but not when they are in other public places.**

2. Supporting Information

Background

- 2.1** On 21 September 2017 the Government announced a Cycling and Walking Safety Review in two phases: the first, a review of the case for a new offence for cyclists equivalent to causing death or serious injury by driving; and the second, a wider review on road safety issues relating to cycling.
- 2.2** In relation to the first phase, the Government appointed an independent legal expert, Laura Thomas, to determine whether the current applicable law continues to be adequate in these cases. Her report considers the case for a new offence and the details of that report were published on 9 March 2018².
- 2.3** Evidence was gathered from a range of sources including: current statute and common law; charging and sentencing guidelines; extracts from Hansard; police road casualty data; commentary on known cases in the press and other sources; Court of Appeal judgments; sentencing remarks; legislation from other jurisdictions; representations from stakeholders; and interviews with lawyers and police officers.
- 2.4** The report concluded that there is a persuasive case for legislative change to tackle the issue of dangerous and careless cycling that causes serious injury or death, in order to bring cycling offences into line with driving offences.
- 2.5** The consultation document sets out the current law under which cyclists may be prosecuted where they kill or injure others, and asks for views on creating new offences. It recognises the potential difficulties of trying to create complete parity between cyclists and drivers: for example, there are no proposals to introduce a cycling testing, licensing and insurance regime similar to that for drivers.
- 2.6** The consultation document also acknowledges the differences in drink and drug driving laws between drivers and cyclists. It is already an offence to cycle while unfit

¹ <https://www.gov.uk/government/consultations/new-cycling-offences-causing-death-or-serious-injury-when-cycling>

² <https://www.gov.uk/government/publications/cycle-safety-review>

through drink or drugs but there is no proposal to introduce limits and a testing regime for cyclists.

- 2.7 The document considers other aspects of current cycling law as to dangerous and careless (inconsiderate) cycling and invites views on whether there should be changes in penalties for these offences.

Existing Offences

- 2.8 The consultation document provides details of existing offences, including:

- Offences where drivers or riders cause harm
- Cycling offences
- Driving offences

- 2.9 A summary of these is provided in Appendix A of this report.

- 2.10 The Government considers that there is a gap in the law and the consultation contains proposals on how best to address that. It is not proposed to amend offences other than those set out in the consultation document, so there would be no review of existing driving offences, only of those relating to cycling.

- 2.11 The aim of the proposed legislation would be to achieve consistency between cyclists and drivers and parity of sentencing options where the outcome is death or serious injury.

- 2.12 The consultation is seeking views on a change in the law which would result in cyclists who kill or seriously injure others by their dangerous or careless cycling behaviour, facing a prison sentence that is potentially longer than they would be likely to face under the existing law.

- 2.13 Current cycling offences apply to the road and pavements, but unlike driving offences do not extend to public places (apart from the offence of being unfit to ride through drink or drugs). There is no statutory definition of 'public place', but case law indicates that areas such as car parks and shopping precincts would potentially fall within scope of public place where a driving offence has been committed. The Government proposes to extend new cycling offences to include public places.

- 2.14 In creating legislation for new offences of causing death or serious injury by dangerous or careless cycling which cover cycling in a public place, Government believes that they also need to re-frame the current offences of dangerous or careless cycling which currently only apply to cycling on the road.

- 2.15 Drivers who offend face the sanction of penalty points endorsed on their driving licence and the accumulation of points may ultimately result in the driver being disqualified by the courts. It is not proposed to introduce a system of penalty points for cyclists since it could only apply where a record for cyclists was held or through the introduction of a

new regime of licences for cyclists. This could inadvertently discourage many people from taking up cycling, and unfairly burden the vast majority of law-abiding cyclists.

- 2.16 Cyclists are already at risk of driving disqualification for a cycling offence at the discretion of the court under the powers in Section 146 of the Powers of Criminal Courts (Sentencing) Act 2000, and it is not proposed to change this.
- 2.17 Where obligatory disqualification applies for driving offences under the Road Traffic Offenders Act 1988, minimum disqualification periods apply, and no changes to these are proposed. However, the consultation seeks views on whether or not obligatory disqualification from driving for a minimum period should also apply to any new cycling offences.

Impacts on other areas of legislation

- 2.18 Government considers that it would not be proportionate to change the penalties which are currently a £2,500 fine for dangerous cycling and £1,000 fine for careless cycling, even though this differs from the maximum penalty for dangerous driving which is a two year prison sentence and/or a fine, and for careless driving, which is an unlimited fine.
- 2.19 Drivers and cyclists face the same test for dangerous and careless driving or cycling. However, the difference in current penalties reflects the level of harm that a driver or cyclist is likely to cause. Cyclists already face significant fines for dangerous or careless cycling, and Government considers it to be disproportionate for a cyclist to face imprisonment if, for example, cycling dangerously without causing harm.
- 2.20 It is currently an offence to ride a cycle when unfit to ride through drink or drugs (this applies on a road or other public place). If found guilty offenders face a fine of up to £1,000.
- 2.21 The test for this offence is that the cyclist is 'under the influence of drink or a drug to such an extent as to be incapable of having proper control of the cycle.' The courts rely on a police officer's own testimony as to why they thought the offender was under the influence.
- 2.22 This differs from the laws which apply for drivers under the influence of drink or drugs. Drivers are subject to a regime which gives the police powers to breathalyse or obtain other samples, to test blood alcohol limits or for the presence of specified controlled drugs. However, Government does not propose to introduce the same regime for cyclists.
- 2.23 The offence of causing death by careless driving when under the influence of drink or drugs (section 3A of the Road Traffic Act 1988) requires that the death be caused by a person driving without due care and attention, or without reasonable consideration for other people using the road or place. This is judged against the standard of what would be expected from a careful and competent driver (as set out in Section 3A of the Road Traffic Act 1988). The maximum prison sentence is currently 14 years.

- 2.24 It is not proposed to change the unfit to ride a cycle offence or to introduce an offence for cyclists that mirrors causing death by careless driving under the influence of drink or drugs. Government considers that it would be appropriate for drink or drug use to be considered as an aggravating factor when sentencing for causing death or serious injury by cycling.
- 2.25 In order to increase the severity of sentence for cycling while under the influence Government could consider increasing the fine for the offence of riding a cycle when unfit to ride though drink or drugs. There is also the option to make it an offence to attempt to cycle (as well as to actually cycle) when unfit to do so.

Consultation questions and next steps

- 2.26 A list of the consultation questions is provided in Appendix B of this report.
- 2.27 A summary of responses, including the next steps, will be published on the DfT website within three months of the consultation.

3. Recommendations

- 3.1 It is recommended that the Cycle Forum considers the consultation and agrees a response to be submitted by the Chair of the Cycle Forum by the deadline of 5 November 2018.**

APPENDIX A: SUMMARY OF EXISTING OFFENCES

Table A1: Offences where drivers / riders cause harm

Offence	Legislation	Maximum Penalty	Comments
Causing bodily harm by wanton or furious driving or other misconduct	Section 35 of the Offences Against the Person Act 1861	2 years imprisonment and / or an unlimited fine	To convict a cyclist of gross negligence manslaughter it must be shown that there was breach of a duty of care owed by the cyclist to the deceased, that the breach caused (or significantly contributed to) the death and that the breach should be characterised as grossly negligent.
Inflicting grievous bodily harm	Section 20 of the Offences Against the Person Act 1861	5 years imprisonment	
Manslaughter	Section 5 of the Offences Against the Person Act 1861	Life imprisonment	

Table A2: Cycling offences

Offence	Legislation	Maximum Penalty	Comments
Dangerous cycling	Section 28 of the Road Traffic Act 1988	Level 4 fine of up to £2,500 (Not an endorsable offence)	Only riding a cycle when unfit to ride through drink or drugs applies in a public place.
Careless / inconsiderate cycling	Section 29 of the Road Traffic Act 1988	Level 3 fine of up to £1,000 (Not an endorsable offence)	
Riding a cycle when unfit to ride through drink or drugs	Section 29 of the Road Traffic Act 1988	Level 3 fine of up to £1,000 (Not an endorsable offence)	Courts have discretion to apply for a driving disqualification for a cycling offence

Table A3: Driving offences

Offence	Legislation	Maximum Penalty	Comments
Causing death by dangerous driving	Section 1 of the Road Traffic Act 1988	14 years imprisonment plus disqualification from driving for at least 2 years unless there are special reasons for a shorter period or no disqualification.	Where no disqualification order is made the court must endorse the driver's licence with 3 - 11 penalty points, unless for special reasons, it sees fit not to do so. The exception is for careless / inconsiderate driving where the

Offence	Legislation	Maximum Penalty	Comments
Causing serious injury by dangerous driving	Section 1A of the Road Traffic Act 1988	5 years imprisonment and/or an unlimited fine, plus disqualification from driving for at least 2 years unless there are special reasons for a shorter period or no disqualification.	court must endorse the driver's licence with 3 – 9 penalty points if a driving disqualification is not imposed.
Dangerous driving	Section 2 of the Road Traffic Act 1988	2 years' imprisonment and/or an unlimited fine, plus disqualification from driving for at least 1 year unless there are special reasons for a shorter period or no disqualification.	An extended retest is also mandatory for all dangerous driving offences and for causing death by careless driving while under the influence of drink or drugs.
Causing death by careless / inconsiderate driving	Section 2B of the Road Traffic Act 1988	5 years imprisonment and/or an unlimited fine, plus disqualification from driving for at least 2 years unless there are special reasons for a shorter period or no disqualification.	Dangerous and careless driving offences apply to the road or other public place
Careless / inconsiderate driving	Section 3 of the Road Traffic Act 1988	An unlimited fine plus the court has the discretion to disqualify the driver from driving.	
Causing death by careless driving while under the influence of drink / drugs	Section 3A of the Road Traffic Act 1988	14 years imprisonment and/or an unlimited fine, plus disqualification from driving for at least 2 years (3 years if there is another drink / drug driving conviction in the previous 10 years) unless there are special reasons for a shorter period or no disqualification.	

APPENDIX B: CONSULTATION QUESTIONS

Question 1: The consultation proposes that there should be an offence of causing death by dangerous cycling. Do you agree with this proposal?

Question 2: Do you think that there should be an offence of causing death by careless or inconsiderate cycling?

Question 3: The consultation also proposes that there should be an offence of causing serious injury by dangerous cycling. Do you agree with this proposal?

Question 4: The Ministry of Justice consulted on bringing forward a new offence of causing serious injury by careless driving. This consultation proposes that there should be an offence of causing serious injury by careless or inconsiderate cycling. Do you agree with this proposal?

Question 5: If there were a new offence of dangerous or careless cycling, do you think the sentences should match the sentences for dangerous or careless driving (current driving sentences shown in brackets)?

- a. causing death by dangerous cycling (currently 14 years for driving)
- b. causing death by careless cycling (currently 5 years for driving)
- c. causing serious injury by dangerous cycling (currently 5 years for driving)

Question 6: The report from the independent expert concluded that there is a gap in the law regarding dangerous or careless cycling. Do you feel that existing laws adequately cover circumstances where a person's cycling causes harm or injury others?

Question 7: Do you have any comments on any laws not covered in this consultation which could apply when trying to prosecute for this cycling behaviour?

Question 8: Do you have any other comments that you wish to make in relation to how existing laws apply in Scotland?

Question 9: This consultation proposes that new offences should apply to public places as well as roads. Do you agree with this proposal?

Question 10: The current offences of dangerous or careless cycling apply to a road. This consultation proposes that it should also extend to a public place. Do you agree with this proposal?

Question 11: Are there any other comments that you wish to make about where the laws should apply?

Question 12: Drivers may be banned from driving for committing a current cycling offence. Minimum driving disqualification periods currently apply under the Road Traffic Offenders Act 1988. For drivers this is currently 2 years for causing death or serious injury, 1 year for causing death by careless driving. Do you think this should also apply to any of the new offences proposed in this consultation?

Question 13: If not please explain why? If so, do you have any views on how long the minimum disqualification period should be?

Question 14: There is currently an offence of dangerous cycling (with a fine of up to £2,500) and for careless cycling (with a fine of up to £1,000). This consultation proposes that the penalties for these offences should remain unchanged. Do you agree with the proposal?

Question 15: If not, please explain why. Are there any other comments you wish to make on the level of penalty?

Question 16: This consultation proposes that there should not be a new offence of causing death by careless cycling when under the influence of drink or drugs. Do you agree with the proposal?

Question 17: The current fine for riding a cycle when unfit to ride through drink or drugs is £1,000. Do you think we should consider increasing the fine?

Question 18: Do you think we should consider making it an offence to attempt to cycle (as well as actually cycling) when unfit to do so through drink or drugs?

Question 19: Are there any further comments you wish to make?

ITEM: CYCLE WAYFINDING

Report Author: Gordon Oliver **Position:** Principal Transport Planner

1. Purpose of the Report

- 1.1 This report summarises the work undertaken by the sub-group of the Cycle Forum that has been set up to look at cycle wayfinding solutions for the Royal Borough of Windsor & Maidenhead.

2. Supporting Information

Background

- 2.1 At the July meeting it was agreed that a working group comprising volunteers from the Cycle Forum be set up to look at cycle wayfinding issues. Their remit included:
- Reviewing best practice
 - Auditing existing wayfinding on key routes
 - Designing new wayfinding schemes
 - Reviewing the RBWM Cycle Map and Guide
 - Reviewing and updating online cycle mapping
- 2.2 The working group comprises Cllr Derek Wilson, Mike Gammage, Luke McCarthy and Susy Shearer. The group has already identified and reviewed a number of different best practice wayfinding solutions, drawing on solutions from the UK and abroad.

Wayfinding on key routes

- 2.3 The group wanted to prioritise the routes with the greatest cycle flows and that have the greatest potential to increase cycling. The Propensity to Cycle Tool was used to assess routes and the West Windsor to Windsor Town Centre cycle route was identified as a priority.
- 2.4 This is an important local cycle route, since it bypasses the busy Clarence Road roundabout. The route follows Green Lane, Vansittart Road underpass, Claremont Road, Trinity Place, Clarence Road and Victoria Street. It uses a mixture of quiet roads and shared paths. A wayfinding scheme has been prepared for this route and is produced in Appendix A of this report.
- 2.5 The following concept were agreed that can be carried forward to other wayfinding
- Direction signs should show travel times in minutes rather than distances in miles, since this was felt to be more meaningful for new cyclists and may encourage more people to cycle for short journeys if they can see how quick it is.
 - Wherever possible keep the number of destinations to a maximum of three per sign to ensure they can be read at a glance.
 - Show key towns, local centres, landmarks and trip attractors as the destinations rather than road names.

- Sign destinations up to a maximum 30 minutes travel time - this covers the majority of local trips and new cyclists would be unlikely to make utility trips much longer than this.
- 2.6 When designing the scheme, opportunities have been taken to address issues along the cycle route: improving markings; removing redundant signs; replacing / relocating bollards; and creating filtered permeability for cyclists at the northern end of Trinity Place.
- 2.7 Where there is insufficient space to provide dedicated cycle routes, cycle markings will be used to highlight the presence of cyclists, continuing these through junctions. This is in accordance with the approach identified in the London Cycle Design Guidance.
- 2.8 Members of the Cycle Forum are invited to comment on the proposed design, either at the meeting or via email to rbwm.traffic@projectcentre.co.uk.
- 2.9 The scheme will be delivered in the current financial year. The total cost of the scheme is estimated at £11,000, which uses nearly all of the available 2018/19 wayfinding budget.
- 2.10 It is intended that funding will be made available for future phases of cycle wayfinding schemes. Work has already started on a scheme for the Maidenhead to Windsor corridor in anticipation of funds being made available as part of next year's Cycling Capital Programme.

Cycle Mapping

- 2.11 The group has identified a number of concepts that they are keen to adopt for a future update of the RBWM Cycle Map and Guide:
- Branding of core cycle routes;
 - Providing at-a-glance summaries of destinations served by core routes to complement the geographic maps (e.g. London Underground style mapping).
- 2.12 The University of Reading's Department of Typography and Graphic Communication has been approached and they have agreed to run a project with their students to look at the design of the map and to consider options for other cycle wayfinding systems. This is likely to involve an element of market research to understand the wayfinding requirements of experienced and new cyclists and the tools that are likely to have the greatest impact. The intention is for students to brainstorm ideas and identify a range of possible solutions, which could be further developed as part of a subsequent study.

Online cycle maps / journey planners

- 2.13 The Wayfinding Sub-Group has not yet looked at online cycle journey planners such as CycleStreets and Google, but it is known that there are a number of errors within the base mapping used by these tools and some examples of inappropriate route

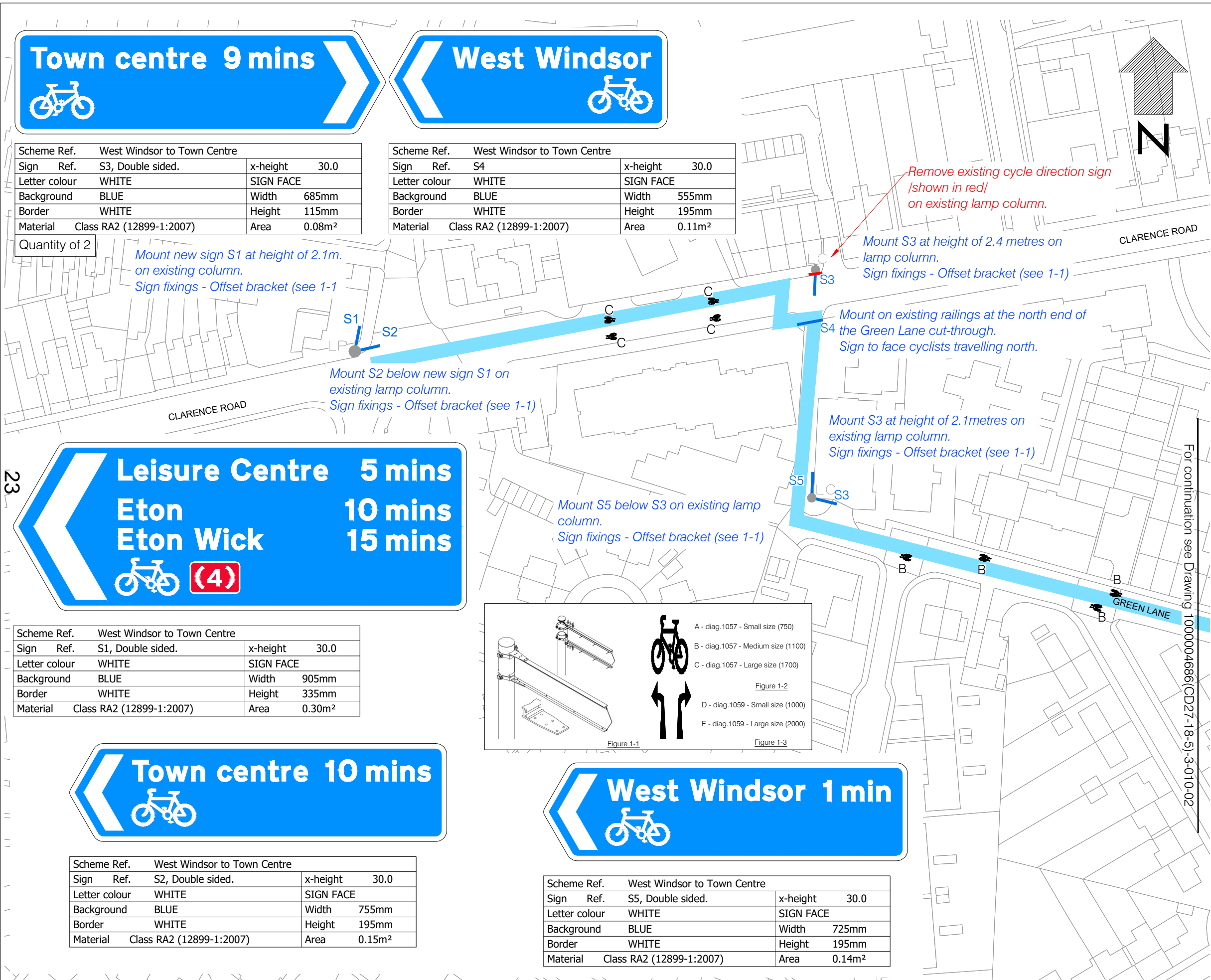
choices. There may be opportunities for others to get involved in auditing and correcting routes or providing feedback.

- 2.14 Also, while these tools are considered to be useful in their own right, there are examples of where they have been reskinned / rebranded or even enhanced to provide additional information to cyclists to help them plan local cycling journeys (e.g. gradients, traffic flows, and route type), and to make them more usable on mobile devices. This may be something that the University of Reading students will look at as part of their review of wayfinding systems.

3. Recommendations

- 3.1 It is recommended that members of the Cycle Forum note the content of this report and provide feedback on the proposals for the West Windsor to Windsor Town Centre wayfinding scheme.**

This page is intentionally left blank



Scheme Ref.	West Windsor to Town Centre		
Sign Ref.	S3, Double sided.	x-height	30.0
Letter colour	WHITE	SIGN FACE	
Background	BLUE	Width	685mm
Border	WHITE	Height	115mm
Material	Class RA2 (12899-1:2007)		
Area	0.08m²		

Quantity of 2
Mount new sign S1 at height of 2.1m. on existing column.
Sign fixings - Offset bracket (see 1-1)

Scheme Ref.	West Windsor to Town Centre		
Sign Ref.	S4	x-height	30.0
Letter colour	WHITE	SIGN FACE	
Background	BLUE	Width	555mm
Border	WHITE	Height	195mm
Material	Class RA2 (12899-1:2007)		
Area	0.11m²		



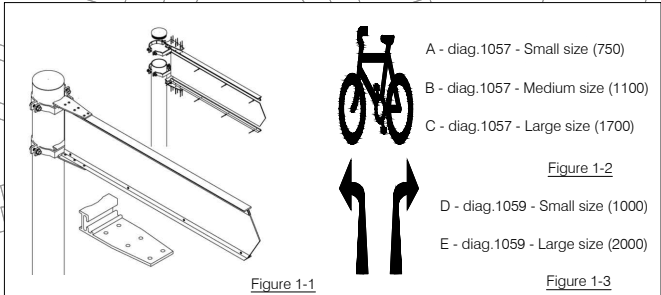
Scheme Ref.	West Windsor to Town Centre		
Sign Ref.	S1, Double sided.	x-height	30.0
Letter colour	WHITE	SIGN FACE	
Background	BLUE	Width	905mm
Border	WHITE	Height	335mm
Material	Class RA2 (12899-1:2007)		
Area	0.30m²		



Scheme Ref.	West Windsor to Town Centre		
Sign Ref.	S2, Double sided.	x-height	30.0
Letter colour	WHITE	SIGN FACE	
Background	BLUE	Width	755mm
Border	WHITE	Height	195mm
Material	Class RA2 (12899-1:2007)		
Area	0.15m²		



Scheme Ref.	West Windsor to Town Centre		
Sign Ref.	S5, Double sided.	x-height	30.0
Letter colour	WHITE	SIGN FACE	
Background	BLUE	Width	725mm
Border	WHITE	Height	195mm
Material	Class RA2 (12899-1:2007)		
Area	0.14m²		



LEGEND

- LC Existing lamp column.
- LP Existing sign post.
- B Existing bollards.
- NP Proposed post. 76mm(black).
- Proposed direction sign.
- Proposed route/ West Windsor to Town centre/.
- Cycle symbol road markings to be centered in lane.

Rev	Date	Description	Drn	Chk	App
-	AUG 2018	ORIGINAL ISSUE	PT	RB	RB

This drawing has been specifically prepared to meet the requirements of the named client and may contain design and innovative features which differ from conventional design standards.

PROJECT CENTRE



Unit 2 Holford Yard
London
WC1X 9HD
Tel. 0330 0080 855
Mail.
info@projectcentre.co.uk
Web.
www.projectcentre.co.uk



Client
Project
RBWM LOT 1 DESIGN SERVICES
RESURACING PROGRAMME 2018-19

Drawing Title
West Windsor to Town Centre
Proposed Signed Quiet Route

Drawing Status
FOR INFORMATION

Drawn	Designed	Date	Scale	Size
PT	RB	AUG 2018	1:500	A3
Drawing No.				Rev
1000004686(CD27-18-5)-3-010-01				-



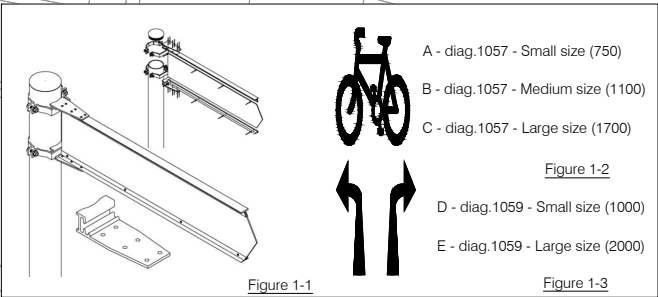
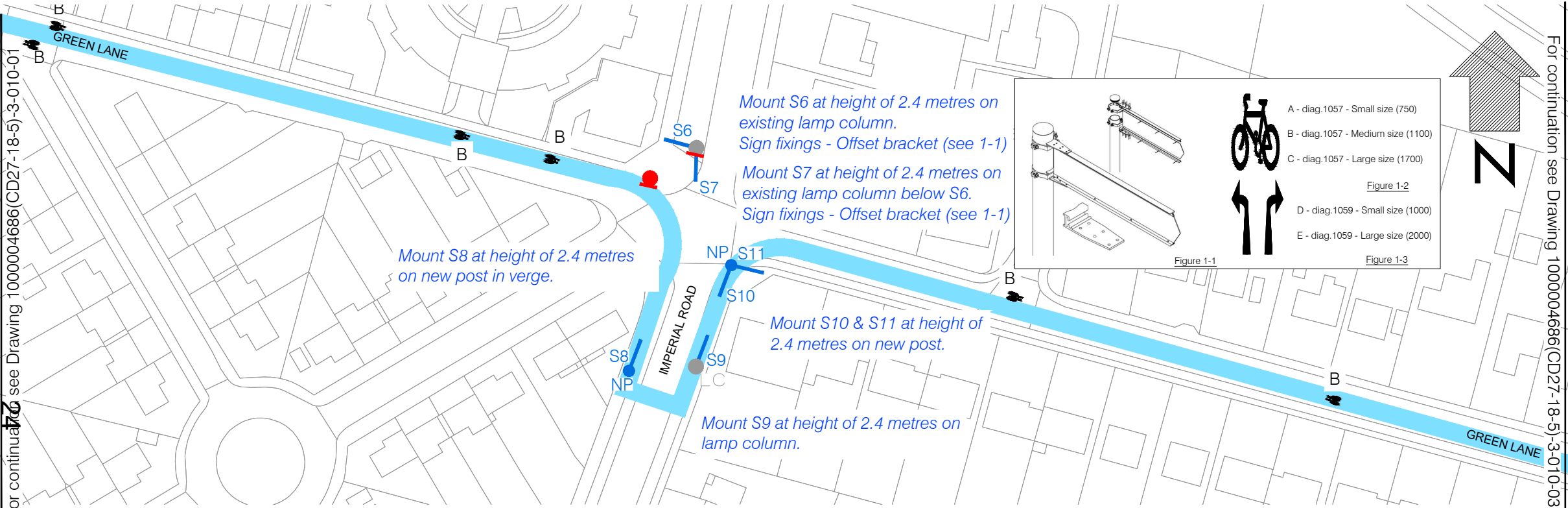
Extend dropped kerb by one kerb length, to facilitate entry from Green Lane.



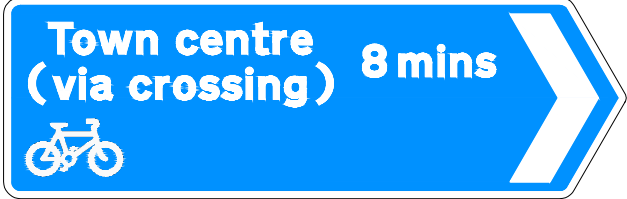
Refresh give way markings on shared path on SW & NW corner.



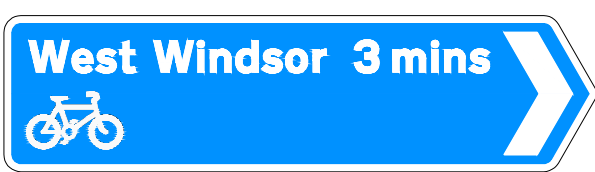
Remove existing cycle direction signs & traffic signal signs. /shown in red/ on existing lamp post.



Scheme Ref.	West Windsor to Town Centre
Sign Ref.	S6, Double sided.
Letter colour	WHITE
Background	BLUE
Border	WHITE
Material	Class RA2 (12899-1:2007)
x-height	30.0
SIGN FACE	
Width	770mm
Height	195mm
Area	0.15m²



Scheme Ref.	West Windsor to Town Centre
Sign Ref.	S7, Double sided.
Letter colour	WHITE
Background	BLUE
Border	WHITE
Material	Class RA2 (12899-1:2007)
x-height	30.0
SIGN FACE	
Width	770mm
Height	175mm
Area	0.13m²



Scheme Ref.	West Windsor to Town Centre
Sign Ref.	S8
Letter colour	WHITE
Background	BLUE
Border	WHITE
Material	Class RA2 (12899-1:2007)
x-height	30.0
SIGN FACE	
Width	735mm
Height	115mm
Area	0.08m²



Scheme Ref.	West Windsor to Town Centre
Sign Ref.	S9
Letter colour	WHITE
Background	BLUE
Border	WHITE
Material	Class RA2 (12899-1:2007)
x-height	30.0
SIGN FACE	
Width	725mm
Height	195mm
Area	0.14m²



Scheme Ref.	West Windsor to Town Centre
Sign Ref.	S10
Letter colour	WHITE
Background	BLUE
Border	WHITE
Material	Class RA2 (12899-1:2007)
x-height	30.0
SIGN FACE	
Width	810mm
Height	255mm
Area	0.21m²



Scheme Ref.	West Windsor to Town Centre
Sign Ref.	S11
Letter colour	WHITE
Background	BLUE
Border	WHITE
Material	Class RA2 (12899-1:2007)
x-height	30.0
SIGN FACE	
Width	680mm
Height	115mm
Area	0.08m²

LEGEND

- LC Existing lamp column.
- LP Existing sign post.
- B Existing bollards.
- NP Proposed post. 76mm(black).
- Proposed direction sign.
- Proposed route/ West Windsor to Town centre/.
- Cycle symbol road markings to be centered in lane.

Rev	Date	Description	Drn	Chk	App
-	AUG 2018	ORIGINAL ISSUE	PT	RB	RB

This drawing has been specifically prepared to meet the requirements of the named client and may contain design and innovative features which differ from conventional design standards.



Unit 2 Holford Yard
London
WC1X 9HD
Tel. 0330 0080 855
Mail.
info@projectcentre.co.uk
Web.
www.projectcentre.co.uk

Client



Project

RBWM LOT 1 DESIGN SERVICES
RESURACING PROGRAMME 2018-19

Drawing Title

West Windsor to Town Centre
Proposed Signed Quiet Route

Drawing Status

FOR INFORMATION

Drawn	Designed	Date	Scale	Size
PT	RB	AUG 2018	1:500	A3

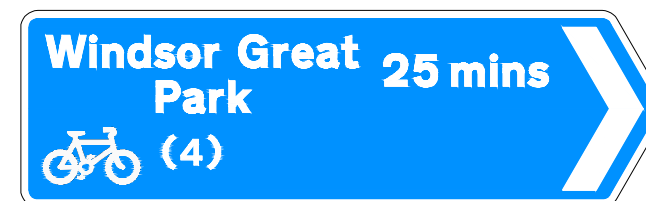
Drawing No.	Rev
1000004686(CD27-18-5)-3-010-02	-



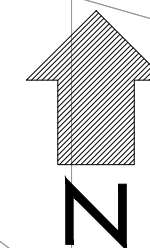
Scheme Ref.	West Windsor to Town Centre		
Sign Ref.	S12, Double sided.	x-height	30.0
Letter colour	WHITE	SIGN FACE	
Background	BLUE	Width	770mm
Border	WHITE	Height	195mm
Material	Class RA2 (12899-1:2007)	Area	0.15m ²



Scheme Ref.	West Windsor to Town Centre		
Sign Ref.	S13, Double sided.	x-height	30.0
Letter colour	WHITE	SIGN FACE	
Background	BLUE	Width	905mm
Border	WHITE	Height	335mm
Material	Class RA2 (12899-1:2007)	Area	0.30m ²



Scheme Ref.	West Windsor to Town Centre		
Sign Ref.	S14, Double sided.	x-height	30.0
Letter colour	WHITE	SIGN FACE	
Background	BLUE	Width	850mm
Border	WHITE	Height	230mm
Material	Class RA2 (12899-1:2007)	Area	0.19m ²



For continuation see Drawing 1000004686(CD27-18-5)-3-010-04

LEGEND

- LC Existing lamp column.
- LP Existing sign post.
- B Existing bollards.
- NP Proposed post. 76mm(black).
- Proposed direction sign.
- Proposed route/ West Windsor to Town centre/.
- Cycle symbol road markings to be centered in lane.

-	AUG 2018	ORIGINAL ISSUE	PT	RB	R
Rev	Date	Description	Drn	Chk	Ar

This drawing has been specifically prepared to meet the requirements of the named client and may contain design and innovative features which differ from conventional design standards.

PROJECT
CENTRE



Unit 2 Holford Yard
London
WC1X 9HD
Tel. 0330 0080 855
Mail. info@projectcentre.co.uk
Web. www.projectcentre.co.uk

Client



Project

RBWM LOT 1 DESIGN SERVICES
RESURFACING PROGRAMME 2018-19

Drawing Title

West Windsor to Town Centre
Proposed Signed Quiet Route

Drawing Status	
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
15	15
16	16
17	17
18	18
19	19
20	20
21	21
22	22
23	23
24	24
25	25
26	26
27	27
28	28
29	29
30	30
31	31
32	32
33	33
34	34
35	35
36	36
37	37
38	38
39	39
40	40
41	41
42	42
43	43
44	44
45	45
46	46
47	47
48	48
49	49
50	50
51	51
52	52
53	53
54	54
55	55
56	56
57	57
58	58
59	59
60	60
61	61
62	62
63	63
64	64
65	65
66	66
67	67
68	68
69	69
70	70
71	71
72	72
73	73
74	74
75	75
76	76
77	77
78	78
79	79
80	80
81	81
82	82
83	83
84	84
85	85
86	86
87	87
88	88
89	89
90	90
91	91
92	92
93	93
94	94
95	95
96	96
97	97
98	98
99	99
100	100

FOR INFORMATION

Drawn PT	Designed RB	Date AUG 2018	Scale 1:200	Size A3
Drawing No. 1000004686/CD27-18-5)-3-010-03				Rev -



Remove all existing no motor vehicle and direction signs.

Remove lockable bollard/shown in red/ and move the sign post to the footway.

Replace 2no. bollards with 2no. Marshalls 'Heritage 300' sign bollards double sided Diag. 955 sign, socket fixed(removable).

Mount S12 at height of 2.4 metres on new post.
Sign fixings - Offset bracket (see 1-1)

Mount S13 at height of 2.4 metres on new post.
Sign fixings - Offset bracket (see 1-1)

Mount S14 at height of 2.4 metres on new post.
Sign fixings - Offset bracket (see 1-1)

For continuation see Drawing 1000004686(CD27-18-5)-3-010-03



Scheme Ref.	West Windsor to Town Centre		
Sign Ref.	S15, Double sided.	x-height	30.0
Letter colour	WHITE	SIGN FACE	
Background	BLUE	Width	900mm
Border	WHITE	Height	325mm
Material	Class RA2 (12899-1:2007)	Area	0.29m²



Scheme Ref.	West Windsor to Town Centre		
Sign Ref.	S17, Double sided.	x-height	30.0
Letter colour	WHITE	SIGN FACE	
Background	BLUE	Width	850mm
Border	WHITE	Height	290mm
Material	Class RA2 (12899-1:2007)	Area	0.24m²



Scheme Ref.	West Windsor to Town Centre		
Sign Ref.	S16, Double sided.	x-height	30.0
Letter colour	WHITE	SIGN FACE	
Background	BLUE	Width	875mm
Border	WHITE	Height	255mm
Material	Class RA2 (12899-1:2007)	Area	0.22m²

Mount S15, S16, S17 at height of 2.4 metres on existing lamp column.
Sign fixings - Offset bracket (see 1-1)

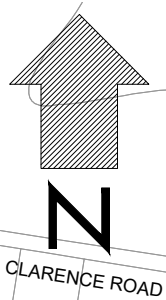
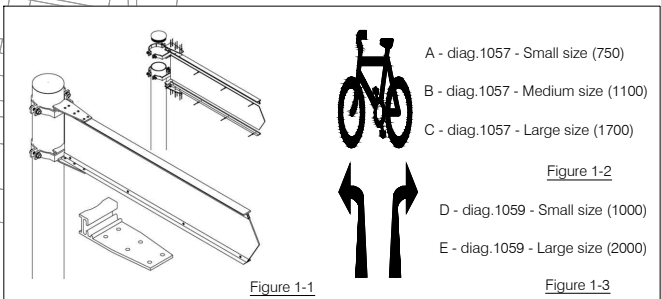


Scheme Ref.	West Windsor to Town Centre		
Sign Ref.	S18, Double sided.	x-height	30.0
Letter colour	WHITE	SIGN FACE	
Background	BLUE	Width	890mm
Border	WHITE	Height	295mm
Material	Class RA2 (12899-1:2007)	Area	0.26m²

Mount S18, S19 at height of 2.4 metres on new post in verge.
Sign fixings - Offset bracket (see 1-1)



Scheme Ref.	West Windsor to Town Centre		
Sign Ref.	S19, Double sided.	x-height	30.0
Letter colour	WHITE	SIGN FACE	
Background	BLUE	Width	875mm
Border	WHITE	Height	255mm
Material	Class RA2 (12899-1:2007)	Area	0.22m²



For continuation see Drawing 1000004686(CD27-18-5)-3-010-05

LEGEND

- LC Existing lamp column.
- LP Existing sign post.
- B Existing bollards.
- NP Proposed post. 76mm(black).
- Proposed direction sign.
- Proposed route/ West Windsor to Town centre/.
- Cycle symbol road markings to be centered in lane.

Rev	Date	Description	Drn	Chk	App
-	AUG 2018	ORIGINAL ISSUE	PT	RB	RB

This drawing has been specifically prepared to meet the requirements of the named client and may contain design and innovative features which differ from conventional design standards.

PROJECT CENTRE



Unit 2 Holford Yard
London
WC1X 9HD
Tel. 0330 0080 855
Mail.
info@projectcentre.co.uk
Web.
www.projectcentre.co.uk

Client



Project

RBWM LOT 1 DESIGN SERVICES
RESURACING PROGRAMME 2018-19

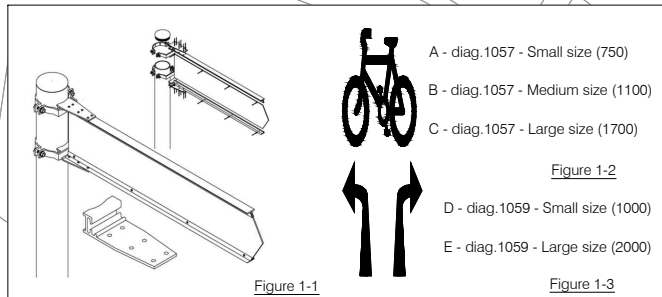
Drawing Title

West Windsor to Town Centre
Proposed Signed Quiet Route

Drawing Status

FOR INFORMATION

Drawn	Designed	Date	Scale	Size
PT	RB	AUG 2018	1:500	A3
Drawing No.	1000004686(CD27-18-5)-3-010-04			Rev
				-



Scheme Ref.	West Windsor to Town Centre		
Sign Ref.	S27, Double sided.	x-height	30.0
Letter colour	WHITE	SIGN FACE	
Background	BLUE	Width	650mm
Border	WHITE	Height	115mm
Material	Class RA2 (12899-1:2007)	Area	0.07m²



Scheme Ref.	West Windsor to Town Centre		
Sign Ref.	S29, Double sided.	x-height	30.0
Letter colour	WHITE	SIGN FACE	
Background	BLUE	Width	800mm
Border	WHITE	Height	195mm
Material	Class RA2 (12899-1:2007)	Area	0.16m²

LEGEND

- LC Existing lamp column.
- LP Existing sign post.
- B Existing bollards.
- NP Proposed post. 76mm(black).
- Proposed direction sign.
- Proposed route/ West Windsor to Town centre/.
- Cycle symbol road markings to be centered in lane.

Mount S25 at height of 2.1 metres on existing lamp column.

Remove existing bollard.
[shown in red].

Mount S26, S27 at height of 2.4metres on existing lamp column.
Sign fixings - Offset bracket (see 1-1)

Mount S28 at height of 2.4metres on new post.
Sign fixings - Offset bracket (see 1-1)

Mount S23, S24 at height of 2.4 metres on new post.
Sign fixings - Offset bracket (see 1-1)

Mount S29 below existing signs.
Sign fixings - Offset bracket (see 1-1)

Sign Reference	S25
Height	600mm
Width	679mm
Area *	0.24 m²
Material	Class RA2 (12899-1:2007)
Mount Height	2100
* Area reduced for rounded corners.	



Scheme Ref.	West Windsor to Town Centre		
Sign Ref.	S22, S24, Double sided.	x-height	30.0
Letter colour	WHITE	SIGN FACE	
Background	BLUE	Width	680mm
Border	WHITE	Height	115mm
Material	Class RA2 (12899-1:2007)	Area	0.08m²



Scheme Ref.	West Windsor to Town Centre		
Sign Ref.	S20, S23, Double sided.	x-height	30.0
Letter colour	WHITE	SIGN FACE	
Background	BLUE	Width	775mm
Border	WHITE	Height	195mm
Material	Class RA2 (12899-1:2007)	Area	0.15m²



Scheme Ref.	West Windsor to Town Centre		
Sign Ref.	S21, Double sided.	x-height	30.0
Letter colour	WHITE	SIGN FACE	
Background	BLUE	Width	815mm
Border	WHITE	Height	195mm
Material	Class RA2 (12899-1:2007)	Area	0.16m²



Scheme Ref.	West Windsor to Town Centre		
Sign Ref.	S26, S28, Double sided.	x-height	30.0
Letter colour	WHITE	SIGN FACE	
Background	BLUE	Width	770mm
Border	WHITE	Height	195mm
Material	Class RA2 (12899-1:2007)	Area	0.15m²

Rev	Date	Description	Drn	Chk	App
-	AUG 2018	ORIGINAL ISSUE	PT	RB	RB

This drawing has been specifically prepared to meet the requirements of the named client and may contain design and innovative features which differ from conventional design standards.

PROJECT
CENTRE



Unit 2 Holford Yard
London
WC1X 9HD
Tel. 0330 0080 855
Mail.
info@projectcentre.co.uk
Web.
www.projectcentre.co.uk

Client



Project

RBWM LOT 1 DESIGN SERVICES
RESURACING PROGRAMME 2018-19

Drawing Title

West Windsor to Town Centre
Proposed Signed Quiet Route

Drawing Status

FOR INFORMATION

Drawn	Designed	Date	Scale	Size
PT	RB	AUG 2018	1:500	A3

Drawing No.	Rev
1000004686(CD27-18-5)-3-010-05	-

This page is intentionally left blank