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NOTICE OF MEETING

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CYCLE FORUM

will meet on

MONDAY, 12TH NOVEMBER, 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- Governance – Issued: 02/11/18

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

Accessibility - Members of the public wishing to attend this meeting are requested to notify the clerk in advance of any accessibility issues

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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, Principal Transport Planner (RBWM) on the above titled item.	Verbal Report
6.	<u>CYCLE SAFETY CAMPAIGNS</u> To receive a verbal report from Gordon Oliver, Principal Transport Planner (RBWM) on the above titled item.	Verbal Report
7.	<u>CYCLE WAYFINDING</u> To receive a report on the above titled item.	11 - 24
8.	<u>SECURE BIKE STORAGE FOR RESIDENTIAL STREETS</u> To receive a report on the above titled item.	25 - 30
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>MAIDENHEAD CYCLING FESTIVAL</u> To receive a presentation by Luke McCarthy on the above title item.	Verbal Report
11.	<u>FUTURE MEETING DATES</u> The date of the next meetings are confirmed as follows:	

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

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.***

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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 close 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: 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.**

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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		



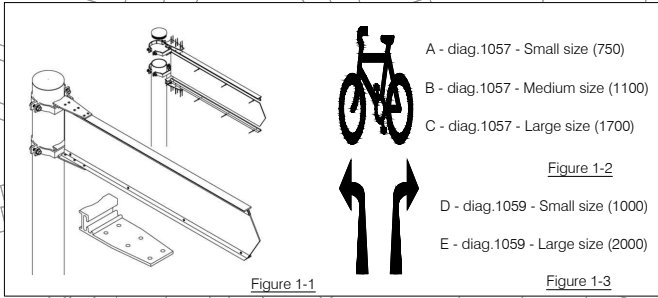
Scheme Ref.	West Windsor to Town Centre		
Sign Ref.	S1, Double sided.	x-height	30.0
Letter colour	WHITE	SIGN FACE	
Background	BLUE	Width	905mm
Border	WHITE	Height	335mm
Material	Class RA2 (12899-1:2007)		
Area	0.30m²		



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		



Remove existing cycle direction sign /shown in red/ on existing lamp column.

Mount S3 at height of 2.4 metres on lamp column.
Sign fixings - Offset bracket (see 1-1)

Mount on existing railings at the north end of the Green Lane cut-through.
Sign to face cyclists travelling north.

Mount S3 at height of 2.1 metres on existing lamp column.
Sign fixings - Offset bracket (see 1-1)

Mount S5 below S3 on existing lamp column.
Sign fixings - Offset bracket (see 1-1)

For continuation see Drawing 1000004686(CD27-18-5)-3-010-02

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.

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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)-3-010-01			Rev
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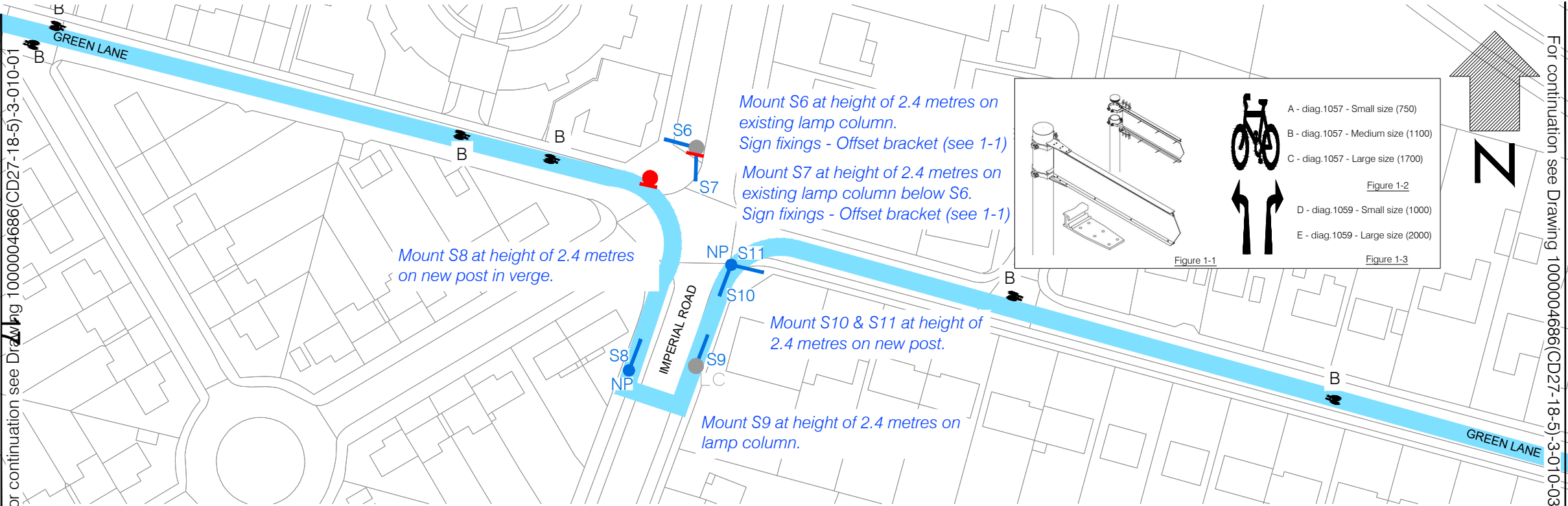
Extend dropped kerb by one kerb length, to facilitate entry from Green Lane.



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



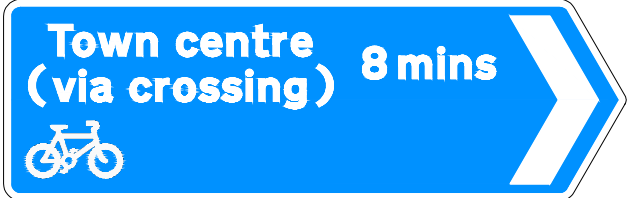
Remove existing cycle direction signs & traffic signal signs. /shown in red/ on existing lamp post.



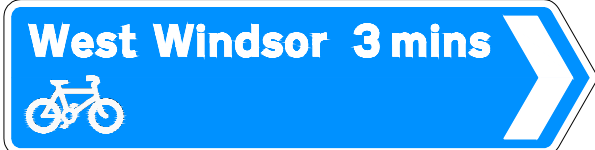
For continuation see Drawing 1000004686(CD27-18-5)-3-010-03



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.

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PT	RB	AUG 2018	1:500	A3

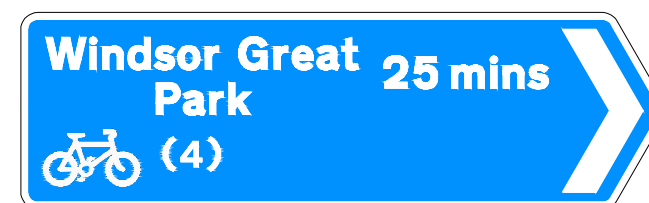
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Scheme Ref.	West Windsor to Town Centre		
Sign Ref.	S12, Double sided.	x-height	30.0
Letter colour	WHITE	SIGN FACE	
Background	BLUE	Width	770mm
Border	WHITE	Height	195mm
Material	Class RA2 (12899-1:2007)	Area	0.15m ²

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



- LC Existing lamp column.
- LP Existing sign post.
- B Existing bollards.
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Drawing Title

West Windsor to Town Centre
Proposed Signed Quiet Route

Drawing Status	
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FOR INFORMATION

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

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PLOT DATE: 17/09/2018 15:37:08 | CAD REFERENCE: G:\Project Centre\CAD\00-PROJECT\1000004686\CD27-18-5\1000004686\CD27-18-5\3-010.dwg | PTsonev | -----

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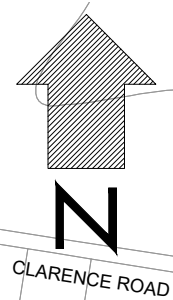
For continuation see Drawing 1000004686(CD27-18-5)-3-010-03



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



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.



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)

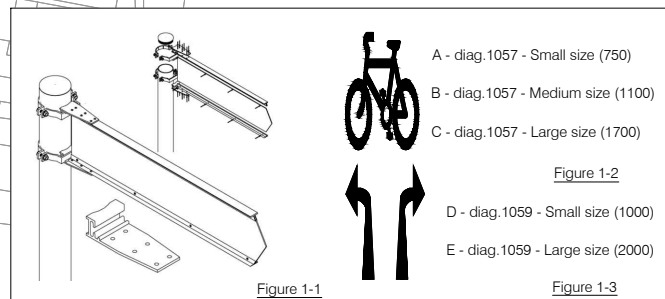


Scheme Ref.	West Windsor to Town Centre		
Sign Ref.	S18, Double sided.	x-height	30.0
Letter colour	WHITE	SIGN FACE	
Background	BLUE	Width	890mm
Border	WHITE	Height	295mm
Material	Class RA2 (12899-1:2007)	Area	0.26m²

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

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Client



Project

RBWM LOT 1 DESIGN SERVICES
RESURACING PROGRAMME 2018-19

Drawing Title

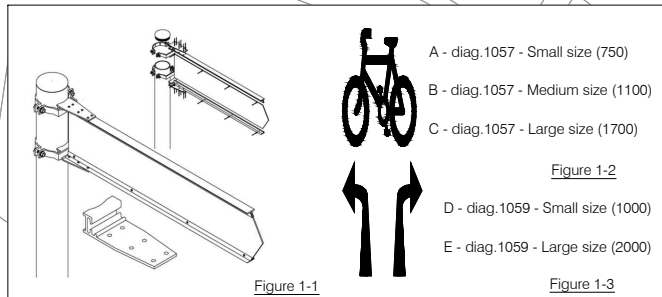
West Windsor to Town Centre
Proposed Signed Quiet Route

Drawing Status

FOR INFORMATION

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

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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

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	-

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ITEM: SECURE BIKE STORAGE FOR RESIDENTIAL STREETS

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

1. Purpose of the Report

- 1.1 This report sets out a proposal for RBWM to provide secure, covered on-street cycle parking in residential streets to cater for the needs of residents who are unable to store bikes at their properties.**

2. Supporting Information

Background

- 2.1 The draft Cycling Action Plan identifies the need to provide secure on-street parking in residential areas to cater for the needs of residents who do not have the space to store bikes within their homes or where the terms of the lease expressly forbid the storage of bikes within their property. This can be a particular issue for residents living in Victorian terraced streets and flatted developments that pre-date the requirement for dedicated cycle parking to be provided.
- 2.2 Provision of on-street cycle parking can help to encourage residents to cycle more for everyday journeys, such as commuting journeys, the school run and shopping trips, since it facilitates the ownership and use of bikes.
- 2.3 While traditional on-street cycle stands are good for short-stay cycle parking in town centres and at local shops, they are not suitable for long-term parking by residents, since bikes are not protected from adverse weather conditions and may be vulnerable to vandalism or theft, particularly where thieves notice that they are unattended for long periods of time. More secure, covered cycle parking is therefore needed where bikes are to be stored on-street in residential areas.
- 2.4 RBWM is aware of two secure, covered, on-street cycle parking products, namely bike hangars / shelters produced by Cyclehoop and Asgard. Summary information about each is provided in Table 1 below, with additional information provided in Appendix 1.
- 2.5 Both products can be installed on any suitably sized hardstanding area or at the edge of the carriageway if within an area of on-street parking. Two Cyclehoop units or four Asgard units can be fitted within a single 2.4m x 6m parking space, both providing capacity for 12 bikes.
- 2.6 While both units can accommodate most standard bikes, they cannot accommodate larger / more unusual cycles such as trikes, or bikes with trailers, tag-alongs or child seats attached. Also, the spacing between bikes is very narrow, so users may not be able to leave panniers attached to their bikes.

Table 1: Secure Bike Storage Summary Information

	Cyclehoop Bikehangar	Asgard Bike Shelter
Capacity	• 6 cycles	• 3 cycles
Dimensions (L x B x H)	• 2.55m x 2.03m x 1.365m	• 1.35m x 2.0m x 1.38m
Frame	• Galvanised steel	• Galvanised steel
End panels	• Perforated galvanised steel	• Perforated galvanised steel
Door	• Curved door with gas operated struts	• Gull-wing door with gas operated struts
Security	• Key operated lock	• Key operated lock
Cycle stands	• 6 wheel-grabbers plus 3 half-width stands	• 3 wheel-grabbers with wheel channels and locking hoops
Unit cost	• £2,850 + VAT*	• £1,200 + VAT*
Installation cost	• £400 + VAT	• £150 + VAT
Fully managed solution	• Yes	• Yes
Annual user charge	• £72	• £50
Key deposit	• £25	• £20

**Discounts are available for bulk purchases of 10 or more units*

- 2.7 Users can lock their bikes to stands / hoops within the unit – this provides additional security over and above the main lock on the hangar door. The units are robust and vandal-resistant and come with up to a 10-year warranty.
- 2.8 Both suppliers offer fully managed solutions, dealing directly with customers to: log requests; take deposits and annual fees; issue keys; handle queries; and undertake maintenance.
- 2.9 Local authorities are responsible for providing initial capital funding and on-going revenue funding for maintenance, and for making decisions about where new facilities are to be provided and how spaces are allocated. Decisions may take account of factors such as:
- the number of requests received in the local area;
 - the availability of suitable locations;
 - demand vs supply for on-street parking in the area;
 - the availability of cycle parking at the applicant's property;
 - the potential for the applicant to cycle more often as a result of having a secure parking space;

- evidence of support from other residents and ward councillors.
- 2.10 The timescale for getting a secure cycle storage unit installed can be quite long. All sites require an initial site visit to determine if it is feasible to provide one in the requested location or a nearby site. For feasible sites, consultation with local ward councillors and residents is required to gauge support for the scheme. This may need to be followed up with a second, formal consultation if the scheme requires changes to parking restrictions. If the installation involves the loss of car parking in an area where there is already a shortage of parking, then it will be less likely to command local support.
- 2.11 The Royal Borough of Windsor and Maidenhead has not yet formally invited applications for on-street cycle stores, but there has already been interest from residents living in central parts of Windsor and Maidenhead. Therefore, it is proposed to seek a small budget of £12,000 for a pilot project as part of the 2019/20 Cycling Capital Programme and to invite applications to test the level of demand.

3. Recommendations

- 3.1 **It is recommended that the Cycle Forum notes the content of this report and endorses the proposal to seek £12,000 to fund a pilot project as part of the 2018/19 Cycling Capital Programme for a trial of secure, on-street cycle parking in residential areas.**

APPENDIX 1 – BIKE STORAGE DETAILS

Bikehangar

Secure, easy to use and easy to install

Designed and manufactured by Cyclehoop, the Bikehangar offers a secure solution to long-term cycle parking and an effective way to protect bikes from tough weather conditions and vandalism. This award-winning product stores six bikes within half the space of a car parking bay, making it ideal for areas where outdoor cycle storage space is necessary. Our Bikehangar illustrates secure cycle parking standards in the TFL London Cycle Parking Design Standards manual.

Cyclehoop can work with your organisation or local council to provide a fully managed cycle parking rental scheme.



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For more details visit: www.cyclehoop.rentals

Specification

2550 × 1365 × 2030mm

Galvanised steel frame, Gas sprung door

Provides a safe and dry storage space for up to six bicycles

Can be placed in half a parking space

Space for optional branding

Optional powder coating or custom vinyl available

Optional background colour available for instruction vinyl sticker

Optional annual maintenance services available

Made in Britain



H2Asgard Secure Bike Store

ON-STREET MANAGED BIKE HANGERS
KEYLESS & BLUETOOTH ACCESS



SECURELY STORE UP TO 9 BIKES* IN 1 CAR PARKING SPACE WITH H2ASGARD BIKE HANGER

FEATURES & BENEFITS

- Full Managed Service which includes registration, payment, deposit, web portal, cleaning and servicing.
- Ability to access the units with a key fob or Bluetooth access.
- Greater control over who has access in case of members that do not return keys.
- Side panels made from sheet steel and not light-weight mesh which can be accessed using bolt cutters.
- Provides a safe and secure storage space.
- Pick and drill resistant lock. 6 pin cylinder, BSEN 1303 Grade Classification. 15000C5 2.
- Modular - Each unit holds 3 bikes, users only need to share with 2 of their neighbours.
- Asgard installation and maintenance team
- Greater flexibility as 3 Bike Hangars can comfortably fit in one car parking.

For more information on our H2Asgard Bike Hanger, contact Asgard on:

T: 08456 580 730 E: sales@asgardss.co.uk W www.asgardss.co.uk 1392 Leeds Road, Bradford, BD3 7AE

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