

FRONT YARD COMPANY ESTD 2007

Customer:
Alastair Bayliss
Haslemere Active Travel Group

115 Bartholomew Road
London NW5 2BJ

t: 020 7485 7618
info@frontyardcompany.co.uk
www.frontyardcompany.co.uk

Company No. 5976434
VAT no. 920 1020 00

Quote date:
6 July 2021

Quote number:
PL/21/3370

QUOTE

	Unit price	Quantity	
Quote for:			
PlantLock - Green	£198.40	10	£1,984.00
Delivery cost		10	£150.00
Nett total amount:			£2,134.00
Value Added Tax @ 20%			£426.80
Total payable:			£2,560.80

Payment can be made by **internet banking** or **cheque** to:
 Account Name: Front Yard Company Limited
 Account Number: 89321115
 Sort Code: 08 92 99
 Bank: The Co-operative Bank

Please include your invoice number and name as a reference.

Delivery details and notes:
Alastair Bayliss
alastair.bayliss@gmail.com

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Briefing Sheet - The Case for More Cycle Parking in Haslemere

Haslemere today has some cycle parking. Several key locations have cycle stands and public buildings such as Haslewey have racks by the entrance. However the current parking provision has many gaps. This is a disincentive to cycle and often leads to unsatisfactory parking as can be seen in these photos taken in late May 2021.

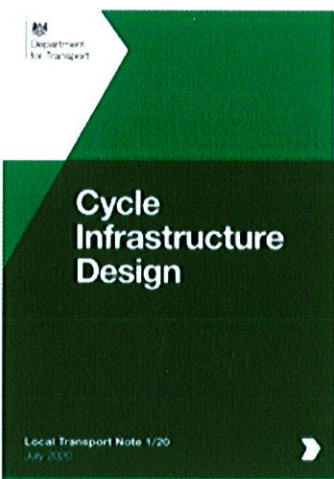


Additional cycle parking is crucial in support of current and future demand. It is very likely there will be more cycling in Haslemere because;

- It is a lifestyle choice for those wishing to reduce their environmental impact.
- It is a lifestyle choice for those wishing to increase physical activity as part of a healthy daily life.
- The advent of e-Bikes removes hills and enables longer journeys.
- Incoming residents from places where cycling is much more common expect to be able to cycle. London is the number one origin and a city which has seen very significant year on year increases in cycling.
- There are campaigns for increasing cycling locally and nationally.
- Improvements to infrastructure will lead to further cycling. Local and national authorities are allocating funds to active travel infrastructure.
- Surrey's Draft Transport Plan 2021 indicates a strong desire to heavily promote active travel.
- The population is increasing.
- More people are working in the town during the day rather than commuting out. Workspaces in town are asking for cycle parking.
- Cycle tourism and the businesses catering for this are increasing in the town and asking for cycle parking.
- If cycling is supported, people like to cycle. Two thirds of Dutch adults associate the word "joy" with cycling.

Strategy

Demand has been assessed based on local knowledge, speaking to retailers, businesses and property owners as well as input from a wide range of local organisations.



Implementation has been guided by "Cycle Infrastructure Design LTN1/20", which gives best practice on the type of cycle parking required, where it should be and how it should be configured. This Government document, released last year, is held in high regard and is being used by groups across the country.

A few key principles will be followed;

Parking should be as close to the destination as possible. This makes cycling more often the preferred choice. Small scale cycle parking can be easily placed conveniently, but not in the way. Every stand provides two additional parking spaces directly in front of the destination. To this end we aim to find as many locations for small numbers of stands as broadly distributed as possible. Cycle parking increases free parking at the very best locations.

Cycle parking should be visible, safe, secure, functional and attractive.

Where the location is identified as Surrey County Council public maintainable highway we will work with a Surrey Highways engineer to identify the exact location and ask them to get a quote from their contractor.

Where the location is on privately owned land there are two options;

1. Buy a planter-style stand. A heavy plant box against which two bikes can be locked. The stand would be owned by Haslemere and can be moved if necessary.
2. Buy and pay for installation of a fixed stand.

All options have been shown to have a purchase and installation cost of approximately £280 per stand. A stand is parking for two bikes. Sites have one or more stands.

Notes on the Waverley Proposal

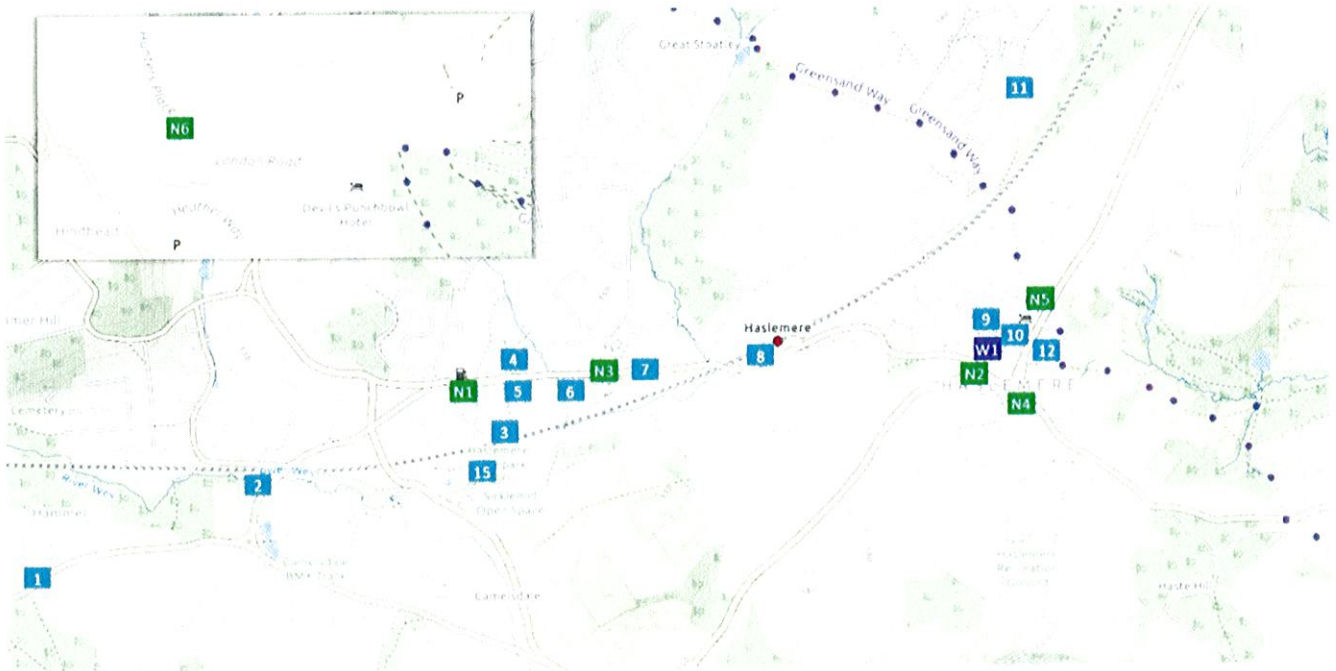
A cycle shelter has been proposed for Haslemere in the High Street car park opposite the end of Charter Walk by Waverley Borough Council. The Active Travel Group have been consulted on this proposal. If this shelter had not been proposed here it would have been a suggested location for a smaller number of stands. The shelter, while not identified as the immediate priority, does meet needs otherwise not catered for.

Guidance suggests that for stays over two hours covered storage should be provided. This caters for employees or simply those staying longer who arrived in the sunshine only to get caught out by rain in-between. Guidance also suggests that 5% of storage should be for non-standard cycles such as bikes for those with physical disability and cargo bikes. The shelter caters for this. Lighting provided by a shelter and an open location adds safety and security.

A larger number of stands at a single location additionally caters for touring groups of cyclists. The location is within meters of a number of cafes and restaurants and next to the public conveniences thus providing pit-stop style parking for the tourist pound.

Locations

The map below shows existing and potential locations.



Existing; 1. Three Counties Church 2. The Mill Pub 3. Tesco 4. Lion's Den / Apple Tree 5. Behind Haslewey Offices 6. Library 7. Majestic Wine 8. Station Hub 9. Waitrose 10. WH Smith 11. High Lane Community Centre 12. High Street 13. Hospital 14. GP Surgery 15. The Herons

Proposed; N1. Junction Place - N2. Shepherds Hill/Lower Street – N3. Upper Wey Hill – N4. Petworth Road – N5. Upper High Street – N6. Hindhead

Waverley Proposed; W1. High Street Car Park

In addition upgrades to the stands at the Health centre are being pursued and a stand at the Pathways center is being looked into.

What benefits for the Haslemere community do you expect will result from the project?

This project will encourage more people to cycle in Haslemere. It will deliver additional, well designed and located cycle racks. There will be racks for 2 to 4 cycles placed more frequently to offer maximum convenience. The aim is to make cycling the best option that people choose.

The racks will be;

- Visually appealing in line with conservation area guidelines
- More secure as there will be fewer reasons to lock a bike on a railing, drain pipe or chance it leaving it unlocked

A key advantage of cycling is that the person can park directly outside their destination. This is possible because a parked bike takes up very little space, a tenth of that of a typical car. People are most likely to choose to cycle when they know they can park their bike very close to their destination.

This project supports the reduction in CO₂ emissions from transport. Typically a figure of 150g per kilometre driven is used. Taking a cycle journey across town and back as an example a single 4km return journey would save 600g CO₂ compared to driving. To predict and quantify exact future figures is not possible. However we do know that there are tens of thousands of vehicle movements per day in Haslemere. Millions per year. We also know that cycling numbers are very low, less than 1% of journeys. With better support and provision of facilities it is reasonable to suggest a shift of several percentage points is achievable and has been achieved elsewhere.

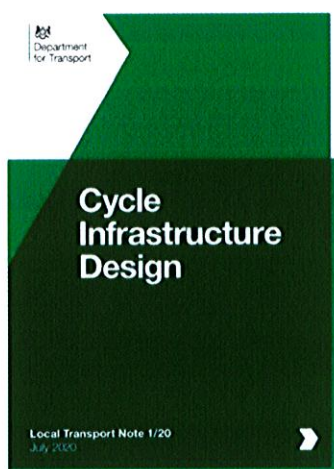
Further benefits expected;

- Cycling benefits the physical health of the individual. It also benefits the mental health. In a recent survey two thirds of Dutch adults said they associated cycling with joy.
- Any switch to cycling reduces traffic and traffic congestion
- Any switch to cycling reduces noise pollution
- Any switch to cycling reduces air bourn particulate pollution
- Cyclists and pedestrians have been proven to spend more time in town centres and spend more money cumulatively than a driver over a period of a month.

This proposal is in support of Haslemere's environment, health and economic objectives.

Cycle Parking in Haslemere

This document aims to identify a number of sites for small-scale cycle storage, 2 to 6 bikes at each location. To best meet functional and quality requirements it is recommended each site selection should be made using the help of the Department for Transport's Cycle Infrastructure Design (LTN 1/20).



Page 131 onwards focusses on cycle parking and includes tables such as the following.

Table 11-2: Recommended and minimum dimensions for banks of Sheffield stands

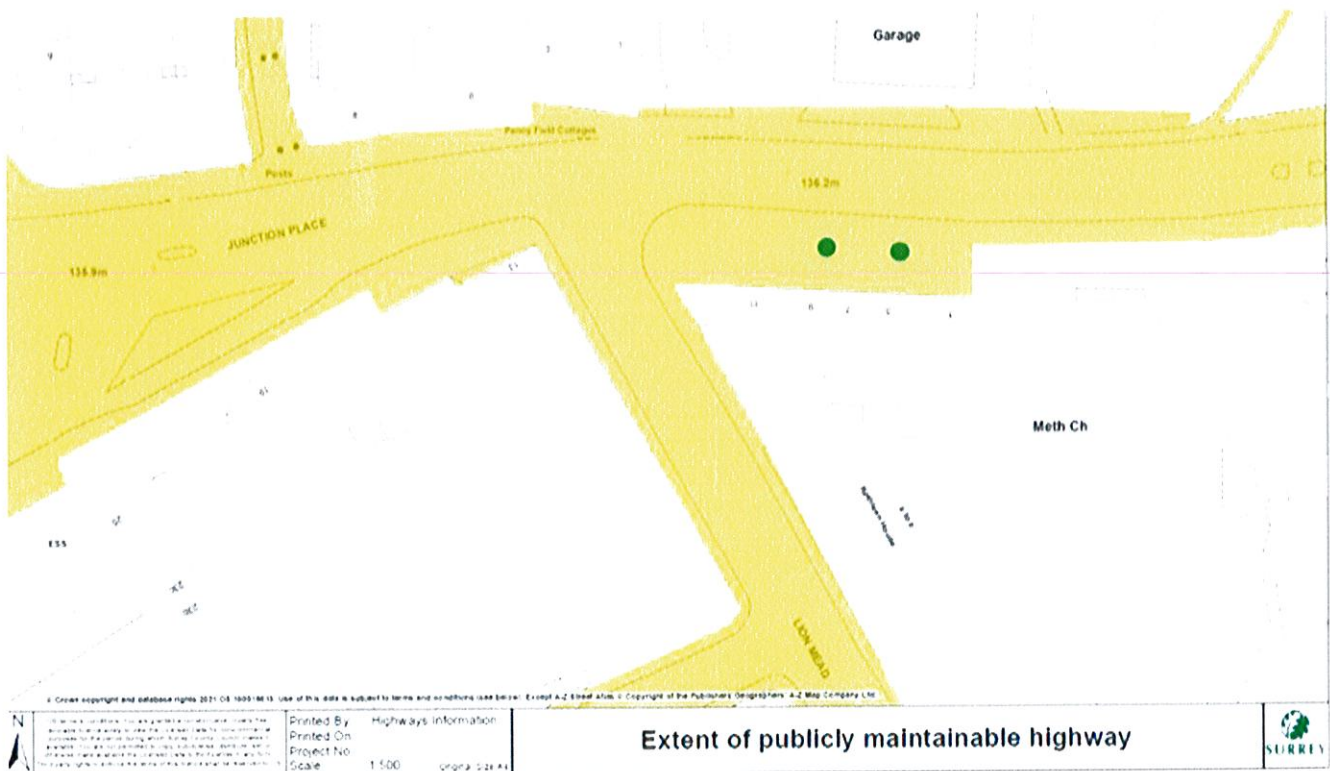
	Recommended	Minimum
Bay length (length of cycle parked on a stand)	2m	2m
Bay length (tandems, trailers and accessible cycles)	3.0m	2.5m
Access aisle width (if larger cycles use the end bay only)	3m	1.8m
Access aisle width (if large cycles use internal bays)	4m	3m
Edge access aisle + one bay to the side	5m-6m	3.8m-5m
Central access aisle + one bay to each side	7m-8m	5.8m-7m
Spacing between stands	1.2m	1.0m
Gap between stand and wall (part of bay width)	700mm (typical wheel diameter)	500mm

Cycle planter boxes are the chosen type of stand. These stands are heavy enough to be considered an immovable object by insurance companies, but are not permanently fixed to the ground. This enables the location and orientation of the stand to be tweaked to best suit the site. If one site was overused and another underused a planter could be moved between sites. If over time the demand increased further key sites could be made permanent and the planters moved to new sites. Sites have been selected where other provision does not exist. Sites have the support of the businesses at those locations. Sites are not obstructing line-of-sight pedestrian routes and will be placed specifically to be convenient, attractive, but not in the way.

1. Junction Place



The land is owned and maintained by Surrey Highways. Surrey Highways conducted a site visit and have agreed that this is an appropriate location. Dylans are keen for cycle parking at this location. The Pharmacy indicated support, but suggested their property department at head office should be contacted. Repeated attempts were made and messages left, but no reply was received. The pharmacy staff would be kept informed out of courtesy.



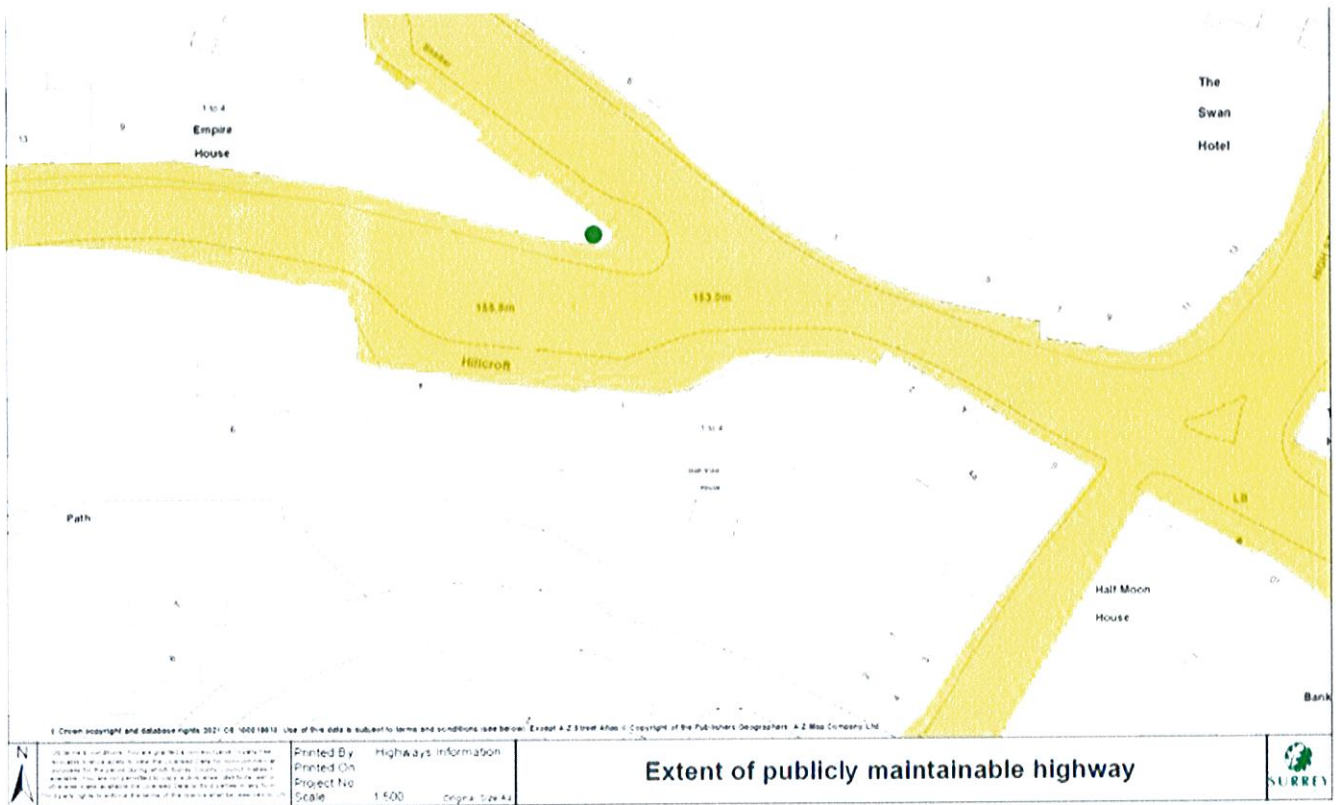
Proposal



Two planter stands

2. Shepherds Hill / Lower Street

There is currently no storage for shops clustered around this junction. There are known enhancement plans for the Borough/County owned parcel of green space including installing a small number of steps and low level fencing. The best location is where the steps may be installed in future. No other sites have been identified.



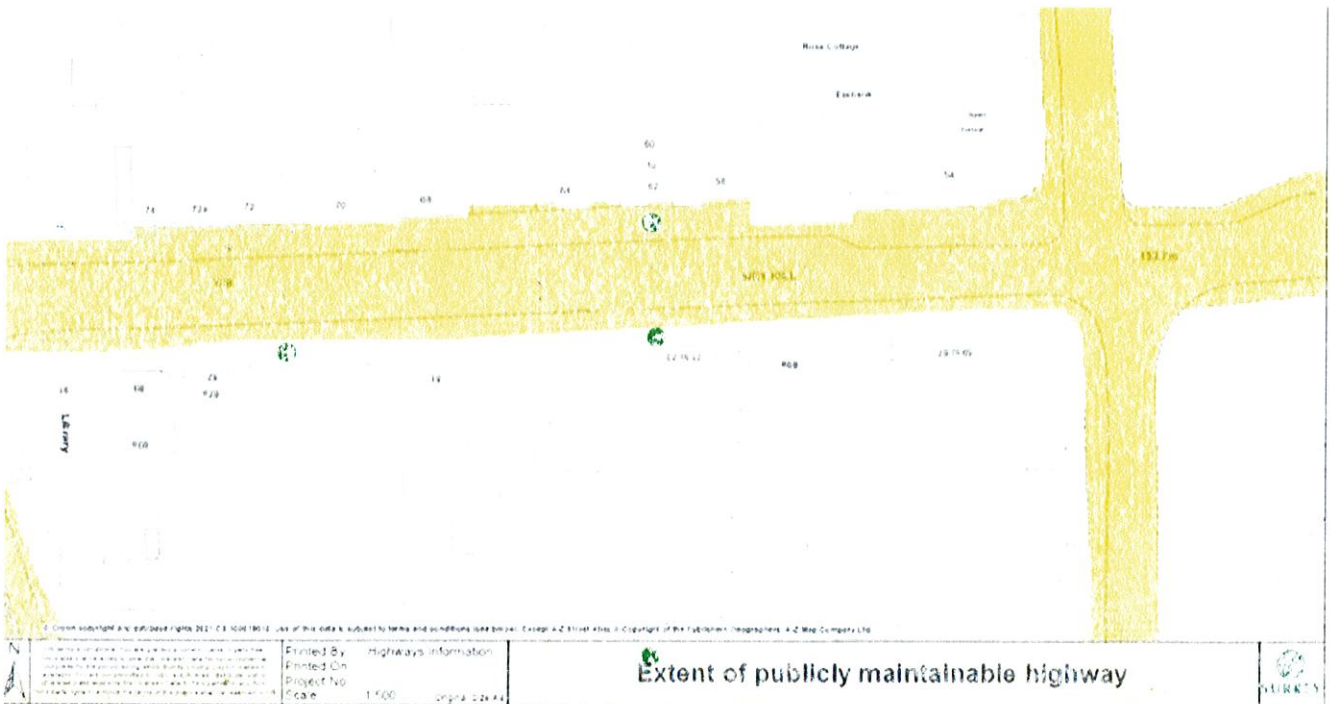
Proposal

Place a cycle planter in the identified location in the knowledge that this will need to be moved should the pocket park be updated. If moving is required first preference would be another site at this junction, but alternative sites could be used should a new location fail to be agreed upon.



3. Upper Wey Hill

To the top end of Wey Hill the land owned by Surrey CC Highways widens. Further down the hill private land may be available. Either side of the road would be suitable. The strip of land is still quite narrow and the orientation of the stand/s should be parallel to the road.



Proposal

A planter at one of the three sites indicated above. If none is agreed, the planter could be re-deployed at another site such as Hindhead.



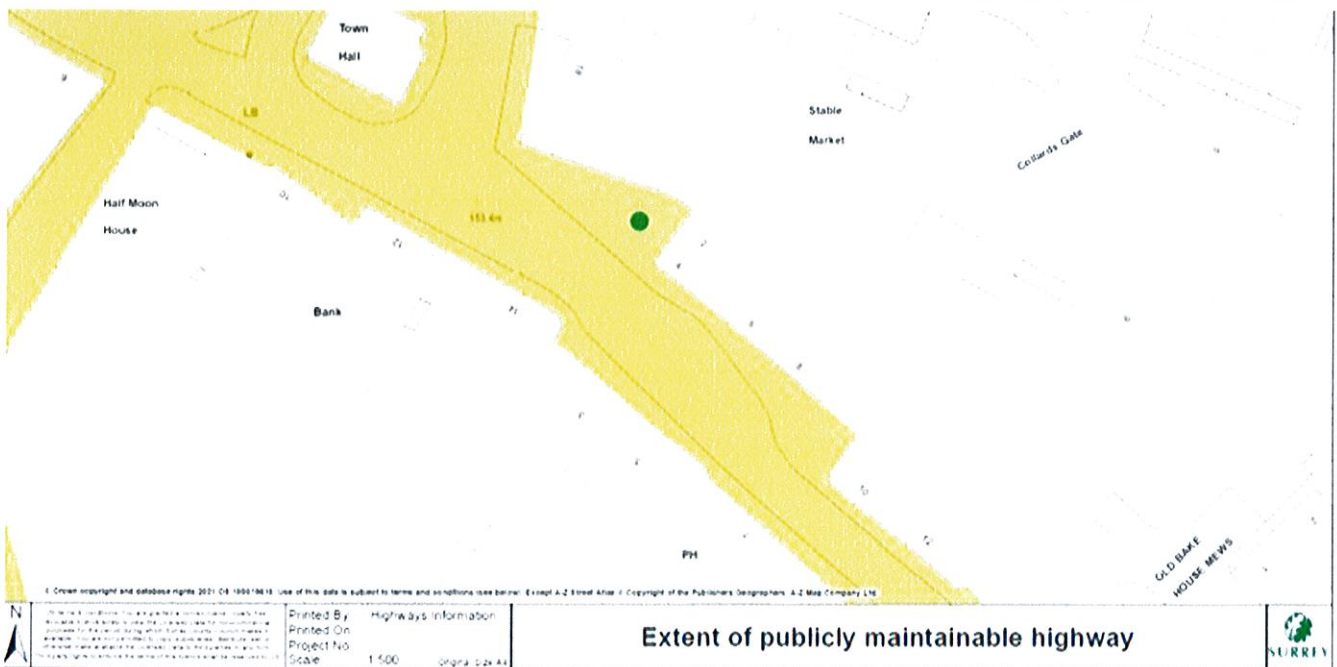
Proposal

A planter at the site indicated above. If none is agreed, the planter could be re-deployed at another site such as Hindhead.



4. Petworth Road / High Street

This land is owned and maintained by Surrey County Council. Surrey Highways visited the site and agreed it was appropriate. It was quite tricky to find the right location due to pedestrian routes. However space for one stand was identified.



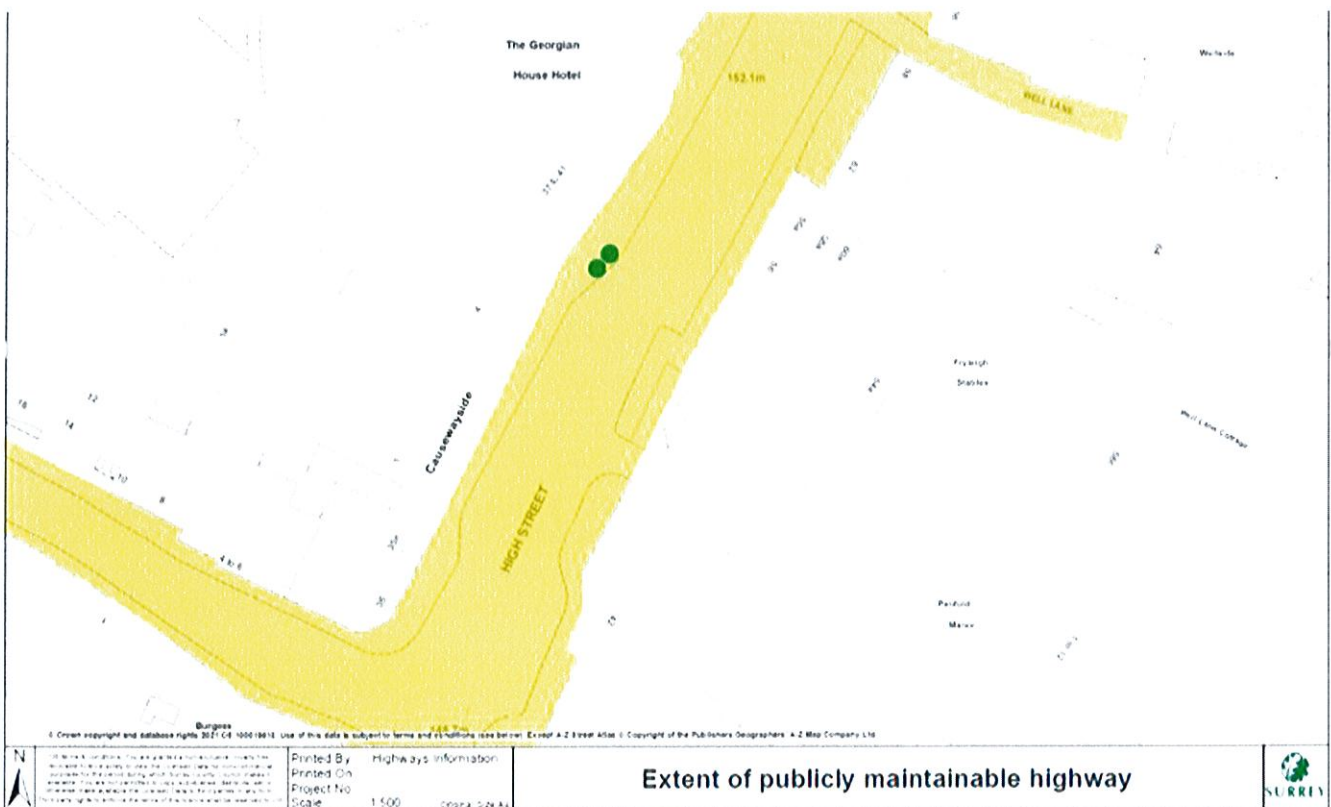
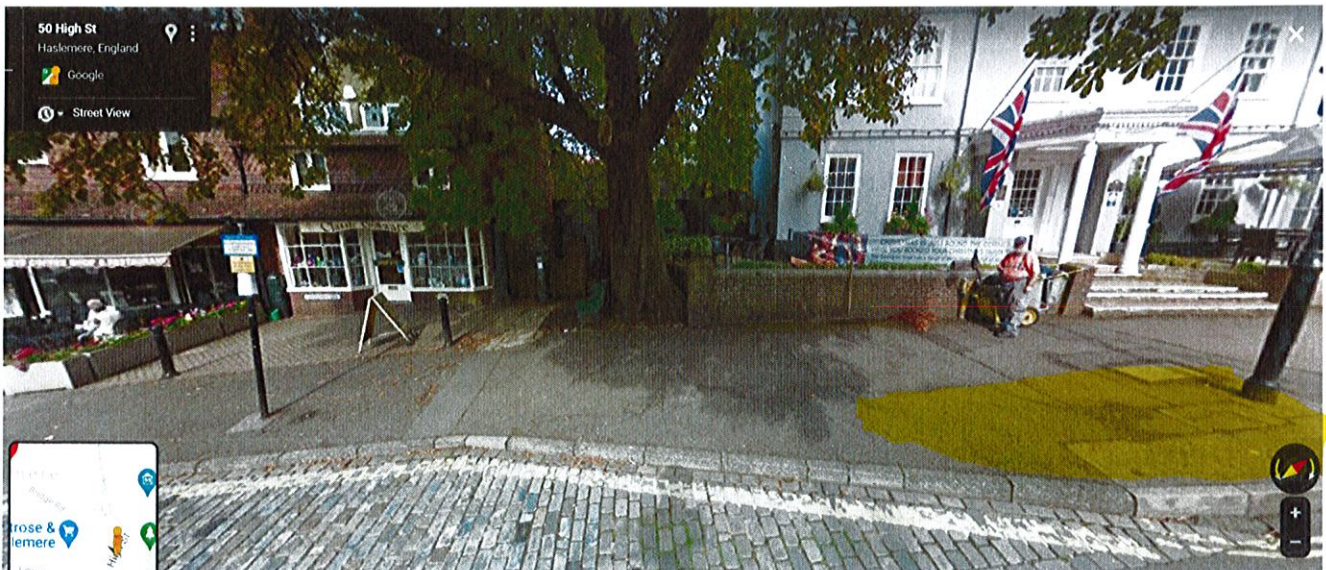
Proposal

A single planter behind and to the side of the bench.



5. Mid High Street, North Side

This serves shops and eateries along this stretch where there is no current provision. There is strong demand from cafes for more provision. The land is owned and maintained by Surrey County Council. A site visit by Surrey Highways confirmed it was an appropriate site. Stands would be at 45 degrees to the carriageway.



Proposal

Two planter stands.



6. London Road, Hindhead

Several options exist along the London Road towards the Punch Bowl. The land outside the café is most appropriate and the café are keen for cycle storage as they frequently have groups of cycle tourists visiting. The land is owned and maintained by Surrey County Council. A site visit by Surrey Highways confirmed it was an appropriate site.



Bridal Boutique
Delivery



Iters Pl
Cafe Twenty5
Takeaway

Coopers Pl

London Rd
Jayling Limited

A333

A287

Stepping Stones

Proposal

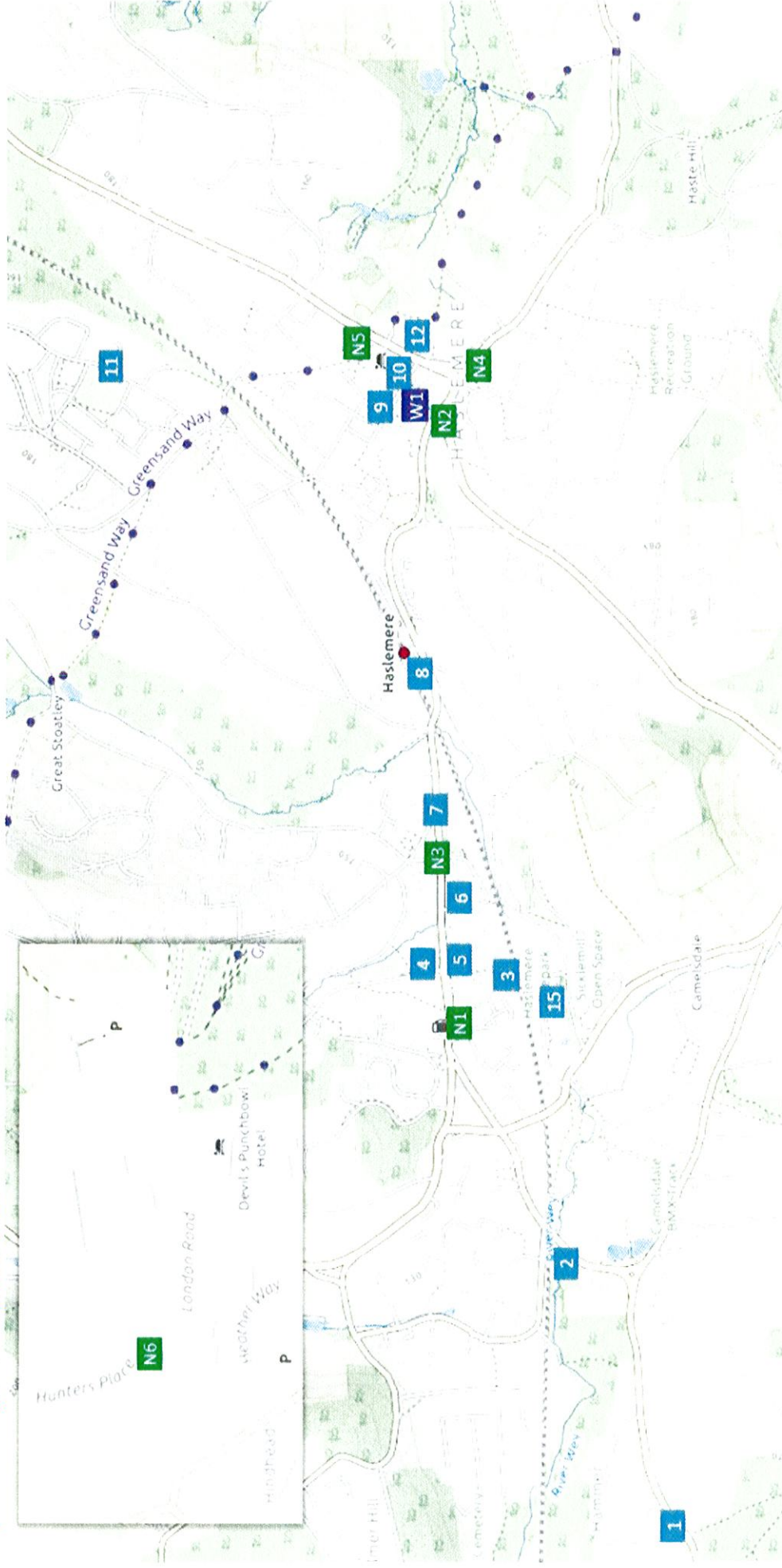
Two (or three if available) planter stands.



Summary

There is a requirement for ten planter boxes. Further sites have been identified, but not yet secured.

Map of Existing and Proposed Sites



Existing; 1. Three Counties Church 2. The Mill Pub 3. Tesco 4. Lion's Den / Apple Tree 5. Behind Haslewey Offices 6. Library 7. Majestic Wine 8. Station Hub 9. Waitrose 10. WH Smith 11. High Lane Community Centre 12. High Street 13. Hospital 14. GP Surgery 15. The Herons

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Waverley Proposed; W1. High Street Car Park

Formal (and not so formal) cycle storage in use in May/June 2021

