



## HIGHWAYS ADVISORY COMMITTEE

8 December 2015

**Subject Heading:**

Provision for cyclists at existing road closure in Queens Park Road, Harold Wood - Outcome of public consultation

**CMT Lead:**

Andrew Blake-Herbert

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**Policy context:**

Havering Local Development Framework (2008).

Havering Local Implementation Plan 2014/15 – 2016/17 Three year delivery plan (2013).

**Financial summary:**

The estimated cost of £3,500 for the improvements would be met from the Council's 2015/16 Revenue Budget for Minor Safety Improvements for Borough Roads.

**The subject matter of this report deals with the following Council Objectives**

Havering will be clean and its environment will be cared for	[X]
People will be safe, in their homes and in the community	[X]
Residents will be proud to live in Havering	[ ]

## SUMMARY

This report sets out the responses to a consultation for provision for cyclists at the existing road closure in Queens Park Road, Harold Wood and seeks a recommendation that the proposals be implemented.

The scheme is within **Harold Wood** ward.

## RECOMMENDATIONS

1. That the Committee having considered the report and the representations made recommendations to the Cabinet Member for Environment that the following measures are agreed:

- **Queens Park Road, north-eastern end** - Provision of a cycle bypass at the existing emergency access in Queens Park Road to provide access for pedal cycles as shown on drawing no. QL040\_53\_02.

The proposal would prohibit all vehicles, except pedal cycles and emergency vehicles (fire brigade, police and ambulance being used in an emergency) from proceeding through the existing road closure in Queens Park Road.

2. That it be noted that the estimated cost for implementation is £3,500 which would be met from the Council's 2015/16 Revenue Budget for Minor Safety Improvements for Borough Roads.

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## REPORT DETAIL

### **1.0 Background**

1.1 In September this year, the Council's Highway Advisory Committee considered a request in Highway Schemes Applications (Agenda item 9, item A1) to provide a bypass for cyclists in Queens Park Road at the emergency gate closure. The committee unanimously approved the request in principle for officers to carry out the feasibility studies and consult the emergency services including the local residents.

1.2 Queens Park Road commences east of Avenue Road and connects Church Road in the north east. Beyond property no. 45 Queens Park Road the road turns at 90 degrees in the north – south direction. From this point, the north

side connects to Church Road whereas the south side connects to The Bates Industrial Estate.

- 1.3 At present, there is an existing emergency gate situated at the north eastern end of Queens Park Road. The gate prohibits general traffic with the exception of emergency vehicles and pedestrians can walk on both sides of the gate.
- 1.4 The existing gate is old and is now in need of renovation or replacement. Whilst in the process of renovating it, consideration has been given to provide access for cyclists. This will be achieved by provision of dropped kerbs on both sides of the gate and new tarmac will be laid. The proposals are shown on drawing nos. QL040\_53\_01 and QL040\_53\_02, attached in Appendix 1 of this report.

## **2.0 Outcome of Public Consultation**

Consultation letters were sent to the emergency services, local residents and other standard consultees on 9<sup>th</sup> October 2015. The closing date was set for 30<sup>th</sup> October 2015. By the close of the consultation only 2 responses have been received and these are summarised as below:

- 2.1 The Havering branch of London Cycle Campaign confirmed their support for the proposals.
- 2.2 The second response was received past the closing date of the public consultation and this is from the local representative of Cycling Touring Club 'Right To Ride'. He has stated that as no cross-sections have been provided, it is difficult to ascertain precisely what exists and what is proposed. Moreover, the annotation on QL040\_53\_01 states 'Existing surface to be re-laid to match existing' appears to be 'ambiguous and self-contradictory'.

He has further recommended that cycle infrastructure immediately adjacent to pedestrian infrastructure should be set at a lower level than the pedestrian element and separated by a 45 degree chamfered kerb, so as to enhance demarcation and thereby discourage pedestrian misuse of the cycle element.

Staff comments: The respondent was informed that the scheme essentially involves minor physical works and a change to the traffic management order (which requires to consult) to enable cyclists to cycle the full length of Queens Park Road as compared to the current situation of having to dismount and wheel a cycle through the area restricted by bollards and a fire gate.. The measures are based on a request from a local cyclist to change the existing layout to accommodate cyclists.

He was further informed that the cross-sections do not show what measures or features exist at present and such drawings would not be relevant for consultation stage. As the consultation ended on Friday, 30th September 2015 and subject to approval the construction drawings will be prepared in conjunction with specifications.

His attention was drawn to drawing no. QL040\_53\_01 that the area to be used by cycles will be re-laid to match existing with kerbs to be laid flush ie in essence, this area is a vehicle crossing of a footway with dropped kerbs on both sides. The kerbs currently have an up stand and these will be re-laid flush with the carriageway. This will essentially remain like a vehicle crossing, therefore, the use of special 45 degree kerbs is not required as cyclists will not be passing adjacent to a kerb line.

### 3.0 **Staff Comments**

Based on the positive responses received, it is anticipated that the proposals to provide access for cyclists will provide access for emergency vehicles, cyclists and pedestrians. It is, therefore, recommended that proposal to provide access for cyclists and other minor associated measures are agreed.

## **IMPLICATIONS AND RISKS**

### **Financial implications and risks:**

This report is asking HAC to recommend to the Cabinet Member the implementation of the above scheme.

The estimated cost for implementation is £3,500, which will be met from the Council's 2015/16 Revenue Budget for Minor Safety Improvements for Borough Roads.

The costs shown are an estimate of the full costs of the scheme, should all proposals be implemented. It should be noted that subject to the recommendations of the committee a final decision then would be made by the Lead Member – as regards to actual implementation and scheme detail. Therefore, final costs are subject to change.

This is a standard project for Streetcare and there is no expectation that the works cannot be contained within the cost estimate. There is an element of contingency incorporated into the financial estimate. In the unlikely event of an overspend, the balance would need to be contained within the overall Streetcare Revenue budget.

### **Legal implications and risks:**

There are legal implications associated with permitting certain categories of vehicles at various locations in the highway network. When undertaking such works it requires public advertisement of traffic management orders and consulting the local frontages in the immediate vicinity.

**Human Resources implications and risks:**

None.

**Equalities Implications and risks:**

The Council has a general duty under the Equality Act of 2010 to ensure that its highway network is accessible to all users. Where infrastructure is provided or substantially upgraded, reasonable adjustments should be made to improve access. In considering the impacts and making improvements for people with protected characteristics (mainly, but not limited to disabled people, the young and older people), this will assist the Council in meeting its duty under the Act.

**BACKGROUND PAPERS**

**Project file:** QL040/53 – Queens Park Road cycle bypass

## **Appendix 1**

Plan showing details of  
proposed access for cyclists