

Culture, Leisure & Recreation Committee

Date:	4 June 2013
Title:	Queen Elizabeth Exit onto Harrison Place
Purpose of the Report:	To agree the installation of a barrier to slow down the egress from the recreation area.
Contact Officer:	Helen Stewart, Town Clerk

Background

The Queen Elizabeth Circle recreation area refurbishment was completed in 2012. The work consisted of redesigning the area and installing equipment for older users. Part of the work included installing new paths to provide access to the various pieces of equipment with a new tarmac path being installed from Harrison Place.

Unfortunately the slope on the path from Harrison Place, although not considered an issue during the safety inspection, has a gradient that invites both cyclists and skate boarders to use it as a run way. The momentum gained going down the path is quite significant and since there is no barrier between the road and the path there is no mechanism to stop egress directly onto the road.



The concern of a couple of local residents had been logged with the Council and was raised again at the Annual Towns Meeting after which a site inspection was carried out by Council staff. A temporary barrier system has been installed until a final solution is agreed by this Committee.

Proposal

Having considered a couple of options it is suggested that the best solution would be to install a staggered barrier plus a fence line along the line of the bollards that are currently in situ. (Appendix 1). A sign could also be erected to indicate traffic.

The staggered barrier would require the path to be widened and a fence line would need to be installed to ensure that the staggered entrance had to be used. The existing path is tarmac and it would look more in keeping maintaining this finish however, paving slabs could be used at less cost.

Option A – Tarmac Base		Option B – Paving Base	
3 x 3m Tarmac base	£1600	3x3m Paved base	£150
Barrier	£600	Barrier	£600
Signage	£290	Signage	£290
Total Cost	£2490	Total Cost	£1040

Risk Appraisal

Risks	Action to Reduce Risk
The gradient of the path creates an automatic increase in speed when exiting the recreation area and without some sort of barrier at the junction with the highway could result in an accident.	Installation of a barrier.
Just installing a barrier without the post and rail fencing could “encourage speeders” to move off the path onto the grass area but still not reduce their speed significantly.	Installation of a fence line.
Using a paved base rather than tarmac may create a levelling difference that would need to be monitored to ensure no trip hazard arose.	If a paved base was agreed the paved base would require regular inspections to ensure no trips hazards.

Legal Powers: Highways Act 1980 S146

Recommendation

The Committee is asked to:

- i) Agree to the installation of a barrier.***
- ii) To agree which material should be used for the base.***
- iii) To recommend the project to Full Council and for the costs of the project to be met from the Capital Rolling Fund.***