



Officer Decision Report

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| Date: | 19 th August 2021 |
| Reference number: | N/A |
| Title: | Raised Crossings/ Speed Humps – Haydon Hill Cycleway Scheme |
| Cabinet Member(s): | Paul Irwin (Cllr), Ashley Waite (Cllr), Mick Caffrey (Cllr), Anders Christensen (Cllr), Tuffail Hussain (Cllr), Gurinder Wadhwa (Cllr). |
| Contact officer: | Lee Stevens 01296387344 / Tayo Akinyosade 01296383895 |
| Ward(s) affected: | Stone & Waddesdon, Aylesbury North West |
| Recommendations: | That the Delegated Officer: approves the implementation of raised crossings/ speed humps proposals at Pershore Way, Valor Drive and Avalon Street, Aylesbury as part of the Haydon Hill cycleway project. |
| Reason for decision: | This will allow for smooth transition of pedestrians and cyclists across Pershore Way, Valor Drive and Avalon Street. |

1. Executive summary

- 1.1 In July 2020, planning permission was received by Buckinghamshire Council for the implementation of the Haydon Hill cycleway scheme. The scheme aims to increase cycling and walking between Berryfields and Aylesbury, to improve sustainable access to Aylesbury Vale Parkway Station (future East West Rail terminus) and in doing so reduce traffic on the A41.

- 1.2 When built, it will complete a cycle and pedestrian friendly route all the way from Waddesdon Manor to Aylesbury town centre, via Aylesbury Vale Parkway railway station, Haydon Hill and the Emerald Way cycle route.
- 1.3 Construction of the cycleway started on Monday 19th April 2021 (for a period of 4 months). A formal consultation was undertaken for the introduction of raised crossings at Pershore Way and Valor Drive to provide raised crossings/ speed humps. These crossings will allow for smooth transition of pedestrians and cyclists across Pershore Way, Valor Drive and Avalon street. The formal consultation closed on the 18th August 2021.
- 1.4 No objections were received through the consultation. The only response received, from the Police confirmed their support for the raised crossings.

2. Content of report

- 2.1 Buckinghamshire Council intends to construct road humps in the form of raised crossings/ speed Humps at the locations specified below. Plans showing the details of the proposal, the location of the speed hump/ raised crossing points and the nature of the proposals are in Appendices A & B.

The dimensions of the road humps are as follows:

- 2.2 **Pershore Way** will be 6m wide, the width of the carriageway, the tabletop section will be 4m long with ramps either side at around 2m in length rising from carriageway height to top of kerb line which is 100mm. The table top, which is the width of cycleway (3m wide) will be marked in red as the line cyclists will take while crossing the carriageway, there will also be Give way lines either side of the table top and triangle markings which indicate the approaching ramps.
- 2.3 **Valor Drive** will be 3m wide, the width of the carriageway, the table top section will be 4m long with ramps either side, the west ramp will be 2.25m long and the east ramp will extend to 3m long to take advantage of the drainage. Red paint will be the same as Pershore Way.
- 2.4 **Avalon Street** will be marked in red paint (3m wide) as the line cyclists will take while crossing the carriageway, give way markings of the approaching ramps in the same way as Pershore way and Valor Drive.

(Appendices have been saved in a separate document to be saved in report workflow).

3. Other options considered

- 3.1 The proposals listed in item 2 above are the most effective and feasible options that will allow for smooth transition of pedestrians and cyclists across Pershore Way, Valor Drive and Avalon Street.
- 3.2 Do nothing – this will not provide smooth transition of pedestrians and cyclists at Pershore Way and Valor Drive.
- 3.3 No other options were deemed feasible or considered as a part of the report.

4. Legal and financial implications

- 4.1 The consultation meets with Buckinghamshire Council's guidance on minimum periods for consulting with the public (21 days) and complies with section 90C of the Highways Act 1980 and The Highways (Road Humps) Regulations 1999¹ and the Government's Guidance.
- 4.2 A Notice was put on site and in the press to inform the public and other key stakeholders about the proposal (see Appendix C)
- 4.3 A map and a statement of the Council's reasons associated with this proposal was made available to view online at or <http://www.buckinghamshire.gov.uk/haydon-hill-cycleway> and in person at Walton Street Offices, Walton Street, Aylesbury, HP20 1UA.
- 4.4 The scheme is funded by a £400,000 grant from the Department for Transport, administered by the sustainable travel charity, Sustrans.
- 4.5 A report was provided to the BC Strategic and Infrastructure Board in May 2020 to seek addition of these funds to the capital programme so that the project can be delivered. The report was approved by STIB in June 2020 and the funds have been released and profiled across two financial years (2020/21 and 2021/22).

5. Corporate implications

- 5.1 The works for the raised crossings/ speed humps at Pershore Way and Valor Drive are to be undertaken on non-adopted estate roads. However, they will be adopted as public Highway in future.

¹ <https://www.legislation.gov.uk/ukxi/1999/1025/contents/made>

- 5.2 BC's Development Management Team and the developer (owner of the private roads) have been consulted with and they are happy with the design proposals, which will become adopted as a public Highway in the future.

6. Local councillors & community boards consultation & views

Local Members have been informed and updated on the project's progress from the outset. Members have offered their support to the scheme and have been quoted in recent press releases.

7. Communication, engagement & further consultation

- 7.1 The Haydon Hill cycleway was granted planning permission in July 2020. Following this a separate formal consultation for the raised tables was undertaken from 28th July 2021 (for a period of 21 days).
- 7.2 As part of the consultation, a Notice was put on site and in the press about the raised crossings/ speed humps proposal. Also, a Notice was served to the Chief Officer of Police, SoS, Fire and Rescue Authority, Chief Officer of the local Ambulance service.
- 7.3 The Notice included information about the proposal to construct humps on highway, nature, dimensions and location of road humps. Also, the notice included an address to which any objections may be sent and the objection period. We received one response to the consultation, positive feedback from Neil Biggs (Hampshire Constabulary & Thames Valley Police Joint Operations Unit). He confirmed that he has no objection in principle with the proposal providing the features conform with current regulations so that there are no issues when the road is adopted in future. We have confirmed that the design meets regulations and we do not foresee any issues with the future adoption and have consulted with the developer and colleagues in highways development management in this regard.
- 7.4 A communications plan is in place to ensure that information and e-bulletins are shared in a timely fashion, the project's website is regularly updated with relevant information and activities concerning the project as well as the use of social media and press releases.
- ## **8. Next steps and review**
- 8.1 Residents will be contacted to inform them of the decision and the date when the raised crossings/ speed humps will be carried out. This is required to minimise any disruption that the works may cause. A road safety audit 3 will be carried out after

construction work is complete and any issues identified will be addressed accordingly.

Background Papers

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| Appendix A | Location plan of the speed hump/ raised crossing points |
| Appendix B | Site plan showing the dimension and the nature of the proposal |
| Appendix C | Notice Road Humps- Haydon Hill |

