

Bollards Report (16.07.2024)

Project proposal – To replace bollards in Fore Street (north end only) to prevent vehicle access between restricted times of 10.30am to 4pm Monday to Sunday.



Photo of Fore Street (Market Street)

There is evidence that two bollards were installed at the north end of Fore Street, but these were removed some time ago (+ 20years) and the Highways Manager has advised that new fixings would be required.

Feedback from Will Glassup, Highways Manager at Cornwall Highways:

What type of bollards would be suitable and the approx. cost (including installation)? *The cost would depend on the bollard chosen. The standard is a 'County crested' black and gold bollard – shown below. Approx. cost would be around £1,500.00.*

What consultation is required if any e.g. statutory bodies, residents, local businesses? *There would be no need for a consultation (as the restriction already exists), I will however check if the project progresses.*

What are the requirements regarding emergency vehicle access? *Emergency access would always maintained, from the other end of Fore Street by the 'No Entry' signs as this would not have bollards.*

What are the requirements in terms of signage? *The signage is already in place along with the respective Traffic Regulation Order.*

Would the Town Council be expected to insure the bollards? *That I can't answer, however its highway infrastructure so I would expect not.*

Any examples of similar schemes in other Cornish towns, successful or not? *Launceston Town Council have adopted a similar approach after Covid and maintain the bollard to Market Street. If you have queries or concerns, it may be worth reaching out to Launceston Town Council.*

Feedback from Chris Drake, Town Clerk at Launceston Town Council:

- Launceston TC installed bollards and planters in three streets as a temporary measure during COVID and carried on with it because it was well received.
- The streets they installed the bollards in already had traffic restriction orders (10am to 4pm) but they were being widely ignored prior to the bollards going in.
- Local traders were supportive, and cafes have been able to safely put out tables and chairs for customers.
- Chris strongly advises that if we decide to go ahead, we do some consultation with businesses and residents to get them on board with the idea. Be prepared to have to take down bollards at odd times to facilitate big deliveries, people moving house, etc.
- Launceston had one specific local business who was unhappy, and they deliberately vandalised the bollards.
- The type of bollard is important – the ones that fold down are not robust enough and create a trip hazard, the stronger bollards that need to be lifted out are very heavy and not all members of staff will be able to move them. As the bollards and plates get damaged (accidentally and deliberately) over time it gets harder and harder to slot the bollards into place. Launceston TC have now had all their bollards removed because they are no longer safe and are looking at having gates installed instead. Chris thought this would be much easier for his staff to use and provides the opportunity to add some information e.g. hours street is closed, why its closed, 'Welcome to Launceston' etc.
- His staff have been verbally abused when fixing the bollards in place.
- Launceston TC is currently under-staffed, so everyone (including the Town Clerk) is taking a turn moving the bollards.
- The bollards were installed by Cornwall Highways and remained the property of Cornwall Highways.
- Be prepared for people determined to drive down the street during restricted hours to access from the other end i.e. without the bollards, and then either struggle to turn around or end up reversing all the way down a pedestrianised street – be aware of the implications of anyone getting injured.



Bollards installed by Launceston TC.

In response to my querying the weight of the older style bollards (37kg per bollard), the Highways Manager has responded with:

“I have found a suitable alternative product, that looks similar but is considerably lighter – under 5kg. They can be removed via a key and a plate installed over the socket system. I would not consider permanent bollards a suitable option.”



Example light weight bollard

Conclusion:

The main consideration from the Town Council's point of view is the unbudgeted cost associated with installing the bollards which is estimated to be IRO **£1,500.00 + VAT** and the cost of employing a member of staff to undertake the daily removal and replacing of the bollards (estimated @ **£3,250.00** per annum).

DRAFT