

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (ELMBRIDGE)

DATE: 27 June 2016
LEAD OFFICER: David Sharpington



SUBJECT: Update on Terrace Road cycle path scheme

DIVISION: Walton, and Walton South and Oatlands

SUMMARY OF ISSUE:

The report updates the Local Committee on comments that have been made about the scheme and the response to those comments. There also remains the outstanding issue of the interim section of the scheme. Lastly, whilst data has been collected as described in the report, it is suggested that there needs to be a planned ongoing monitoring programme.

RECOMMENDATIONS:

The Local Committee (Elmbridge) is asked to:

- (i) Note the update on the Terrace Road cycle path scheme.
- (ii) Agree that officers continue to investigate potential funding for the section between The Grove and Cottimore Lane, with a view to discussing options with the local businesses.
- (iii) Agree that the members cycling task group develop an ongoing monitoring programme for the scheme.

REASONS FOR RECOMMENDATIONS:

The recommendations seek to ensure that the impact of the scheme continues to be monitored, whilst seeking to complete the interim section.

1. INTRODUCTION AND BACKGROUND:

1.1 The 'Walton Bridge Links' cycle path has been constructed as a result of a successful bid to the Department of Transport's 'cycle safety fund', awarded in April 2013. It runs between Gaston Bridge in Spelthorne and Waterside Drive in Elmbridge via Walton Bridge. The aims of the proposal were to:

- Reduce the number of injuries to cyclists along this length of road.
- To help people who would like to cycle for local journeys to the shops, school or to visit friends, but are put off by the thought of cycling along main roads with lots of traffic.
- To extend the cycle paths constructed as part of the Walton Bridge scheme, creating a more continuous network.

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- 1.2 The Elmbidge section, from Walton Bridge to Waterside Drive, was constructed in the period January 2015 to October 2015, with snagging works commencing in May 2016.
- 1.3 Due to lack of funds, a section of the cycle path past the parade of shops between The Grove and Cottimore Lane has been implemented as an 'interim' scheme. The intention was to incorporate cycling facilities into a general public realm improvement, the details of which would be developed in conjunction with the local businesses, but this has yet to progress.
- 1.4 At its meeting of 24 June 2013, the Local Committee approved the public consultation process, which ran from 9 July to 19 August 2013. It included an exhibition at the library and a web page, with publicity of the consultation via a leaflet drop and other media. A consultation report was produced and agreed by the Committee chairman and divisional member. The report is still available as a downloadable document from the County Council's website, www.surreycc.gov.uk/waltonbridgelinks. The main findings from that consultation are included in the 'Analysis' section below.
- 1.5 In addition to the public consultation referred to in the preceding paragraph, there have been to additional consultations:
- 1.6 The consultation associated with the waiting restrictions Traffic Regulation Order. This was undertaken in March 2015, with the Local Committee Chairman and divisional member approving the implementation following the consultation.
- 1.7 The divisional member arranged and hosted a public meeting at Walton Playhouse on 15th January 2016, following comments from members of the public that were made during construction of the scheme. A summary of the comments and questions is shown by Annex 3.

2. ANALYSIS:

- 2.1 Casualties: it is too early to conclude on the long-term impact of the levels of casualties - three years of 'after' data are usually needed to provide a useful comparison. Notwithstanding this, available casualty data is shown below:

Number of cyclist casualties by year, 2008-2015		
	from Waterside Drive to New Zealand Avenue junction inclusive	Elmbidge
2008	3	62
2009	3	50
2010	7	61
2011	4	81
2012	3	82
2013	8	107
2014	6	79
2015	4	103

2.2 In the period 2008-2015, a total of 20 pedestrian casualties between Waterside Drive and New Zealand Avenue junction were recorded by police, none of which involved a cycle. Over the same period there were 294 pedestrian casualties in Elmbridge, 13 of which involved a pedal cycle.

2.3 **Number cycling:** once again, it is probably too early to draw definitive conclusions about use. 'Before' data is limited to a manual count in 2014, whereas 'after' data is collected through automatic counters. The automatic counter data show the number of cyclists:

	Daily average number of cycles on path	Daily average number of cycles on road
Terrace Road north side: November 2015 – April 2016	104	96
Terrace Road south side: October 2015 – April 2016	112	79
Hepworth Way: October 2015 – April 2016	62	Not collected

2.4 A 'before and after' comparison is shown in [Annex 1](#). The comparative one-day data show 79 cyclists using the pavement out of a total of 400 cyclists on 3rd April 2014 and 204 cyclists using the cycle path out of a total of 360 cyclists on 31st March 2016.

2.5 The continuously-recorded data in [Annex 1](#) show that cycle use of the road generally peaks at the weekends, whereas use of the path is higher on weekdays.

2.6 Looking ahead, it may be useful to consider collecting qualitative as well as quantitative data, such as the experiences of all path users. This could be developed through the members' cycling task group as part of its ongoing work on the Elmbridge Cycling Plan.

2.7 [Link to cycle paths on Walton Bridge](#): this has been achieved.

2.8 Issues and concerns have been raised through the consultations described in paragraphs 1.4 to 1.7 above. These are discussed below.

2.9 **Cyclists sharing with pedestrians.** In the scheme design that went to public consultation, the proposal was for a fully 'shared use' path, that is with no division between people walking and cycling. A strong response from the consultation was that the two should be divided. As a consequence the design was modified, with most of the length divided by studs. A division was not implemented on narrower sections of the path or where pedestrians would be crossing to the kerb, such as bus stops and pedestrian refuges. Different techniques of segregation are available. An innovative technique was used, with delineation through studs, following its use elsewhere in the County. Delineation helps to guide people to 'their' side when that is necessary but it is still the case that pedestrians have a right of way on the cycle side.

2.10 Regardless of what segregation method is used, an important factor in the operation of pedestrian and cycle paths is considerate behaviour

between path users. The requirements for cyclists are outlined in the Highway Code. Cycling recklessly or dangerously is an offence under the Road Traffic Act, but there is still a need to promote considerate behaviour to help people become used to a type of facility they may be experiencing for the first time. To this end, the County Council is now promoting a code of conduct. This will be on the information leaflet for the route and will also be promoted through the 'DriveSmart' partnership between the County Council and the Police. The code of conduct being promoted is:

- Be courteous and patient with pedestrians and other path users who are moving more slowly than you.
- Give way to people walking and using wheelchairs, passing them carefully, especially when approaching from behind.
- Stay observant at junctions and driveway exits.
- Keep to your side of the dividing studs.
- Carry a bell and use it or give an audible greeting but avoid surprising people. Also, remember that some people are hard of hearing, visually impaired or may be wearing headphones.
- Cycle paths are for sharing, not speeding.

2.11 **Congestion.** The scheme has narrowed the Terrace Road carriageway to create wider paths. At the formal public consultation, concern was expressed that this measure combined with the then-existing parking on the road would result in significant congestion. This led to the introduction of waiting restrictions as described in section 1.6 of this report. Elmbridge Borough Council's civil enforcement officers can also issue parking tickets to vehicles parked on the cycle path / footway.

2.12 Options for junction designs were considered both in terms of accommodating a continuous cycle path and their impact on congestion. The original option to improve cyclist and pedestrian crossings on all four arms of the New Zealand Avenue – Bridge Street junction was modelled and predicted to cause significant delays and so the scheme was modified - 'with flow' crossings have been implemented having minimal impact on existing traffic patterns. For the same reason, the option to reduce the number of south-west bound lanes on Church Street, which would have accommodated a much wider pedestrian-cycle path on the north side of Church Street, was rejected.

2.13 In addition to the above, concern has been expressed that the narrowing of the carriageway leads to delay when people still cycle on the road rather than the cycle path. This is also related to the issue described in paragraph 2.12 below. An automatic traffic counter has been in existence for several years in Terrace Road and this records traffic volumes and speeds. Data from this counter, along with data collected this year from a temporary counter, is shown as [Annex 2](#). This shows little speed difference north-east bound, but a reduction of mean speeds of 5mph south-west bound (along with an increase in traffic volume south-west bound). This may be due to one or more of: drivers waiting to safely pass a cyclist on the carriageway, the operation of the signals at the High Street junction, or other factors during the monitoring period. As with the casualty and path use data, longer-term monitoring will be beneficial.

2.14 **Cycle paths at side roads.** A number of consultees who cycled on the road stated that they would not wish to lose their priority at side roads.

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The cycle path as designed and implemented requires people cycling to give way at the side roads. In the UK, it is legally possible to give priority to people using a cycle path at a side road but in practice this is usually only implemented where there is the space to bend the cycle path away from the mouth of the junction; there is no such space along Terrace Road. Therefore, the safety engineering decision was for people cycling along the path to give way. The installation of flat-topped humps helps to minimise approach speeds, further increasing safety.

- 2.15 **Increased conflict when cyclists remain on the road.** In order to maintain a higher speed and priority over side roads, some people continue to use the road even if it is next to the cycle path. This is permitted under the Highway Code, which says, "use of these facilities [cycle routes] is not compulsory and will depend on your experience and skills, but they can make your journey safer". The Terrace Road cycle path is not intended for high speed cycling. Therefore it is to be accepted that some people will continue to cycle on the road rather than the path. The information route for the leaflet seeks to raise awareness of this.
- 2.16 **Standard of construction.** Many of the public comments subsequent to the formal consultation period of 2013 relate to the standard of works. [Annex 4](#) lists the remedial works that are being undertaken in response to both these comments and the stage 3 road safety audit report.
- 2.17 As described in paragraph 1.3, the section of the route at the Cottimore Lane shops is of an interim standard in relation to the initial design. On the northern side people who are cycling have to rejoin the carriageway. This limits the attractiveness of cycling on the path. The opportunity is to implement a public realm improvement in the shopping area that considers the type of materials, street furniture, planting and parking options as well as incorporating a cycle facility. This could be developed in consultation with the businesses in the parade.

3. OPTIONS:

- 3.1 In respect of the 'interim' section, the Committee could decide to leave it as it currently is with no investigation into funding the public realm / cycle path plan. Whilst this would be cost-free it would leave a gap in the scheme, especially on the north side of Terrace Road. In addition, the opportunity to make public realm improvements along the shopping parade would be lost.
- 3.2 In respect of an ongoing monitoring programme, the Committee could decide to limit it to the monitoring tools already present, ie, the automatic counters along the route, with periodic manual counts of pedestrian numbers. However, further information – particularly qualitative data – would help in the longer-term assessment of the scheme.

4. CONSULTATIONS:

- 4.1 The consultations that were undertaken as part of this scheme are described in paragraphs 1.4 to 1.7 of this report.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 At this stage there are no costs associated with the report.

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6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 There are no equalities and diversities implications arising from this update report.

7. LOCALISM:

7.1 Should the 'interim' section of the scheme be progressed, this would involve developing the ideas with local stakeholders.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	No significant implications arising from this report

9. CONCLUSION AND RECOMMENDATIONS:

9.1 The Committee is asked to note the update on the scheme and the monitoring data collected to date.

9.2 The recommendation of this report is that the Committee agrees that officers investigate potential funding for the 'interim' section of the cycle path and that an ongoing monitoring programme is developed through the members' cycling task group.

10. WHAT HAPPENS NEXT:

10.1 Subject to agreement to the recommendation, officers will investigate funding for the 'interim' section and liaise with the divisional member, reporting back to the Local Committee once the investigations have taken place.

10.2 Subject to the agreement to the recommendation, an ongoing monitoring programme will be developed by the task group and could be published through the proposed Elmbridge Cycling Plan.

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Annexes:

Annex 1: Cycle count data

Annex 2: Traffic speed and volume data

Annex 3: comments and questions from public meeting of 15th January 2016

Annex 4: Remedial works being undertaken following public comments and the stage 3 road safety audit.

Sources/background papers:

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1. Bid to the Department for Transport for Cycling Safety Schemes, Local Committee (Elmbridge) report item 70/12, 25 February 2013.
 2. Walton Cycling Safety Schemes, Local Committee (Elmbridge) report item 16/13, 24 June 2013.

Annex 1: Cycle count data, Terrace Road and Hepworth Way

1. Before cycle path construction

A manual count was undertaken on Thursday 3rd April 2014 on Terrace Road between Dudley Road and Thameside. It was a 12-hour count 07:00 -19:00, counting people cycling on the road and on the pavement and people walking.

Manual count Thursday 3 April 2014, 07:00-1900	
Number cycling on-road heading NE	169
Number cycling on-road heading SW	152
Number cycling on pavement on north side	46
Number cycling on pavement on south side	33
Number walking on pavement on north side	534
Number walking on pavement on south side	514

Total number of cyclists: 400

Total number of pedestrians: 1048

2. After cycle path construction

As part of the cycle path scheme, automatic cycle counters have been installed that continuously collect the numbers of cycles passing over them. These are located at:

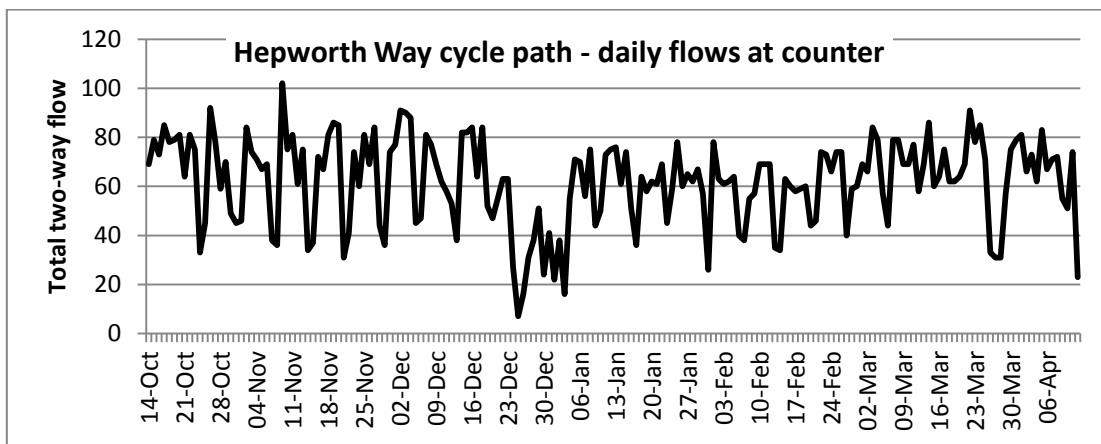
- a) Hepworth Way near Bridge Street, collecting cycle numbers using the path in each direction
- b) Terrace Road near Manor Road collecting:
 - i. Cycle numbers on the road NE bound
 - ii. Cycle numbers on the road SW bound
 - iii. Cycle numbers using the north side path in each direction
 - iv. Cycle numbers using the south side path in each direction

The automatic cycle counters collect data 24 hours a day and are not able to count pedestrians. The graphs below show daily use. For a comparison with the 'before construction' data for cycling, the 07:00-19:00 information for Terrace Road on Thursday 31st March 2016.

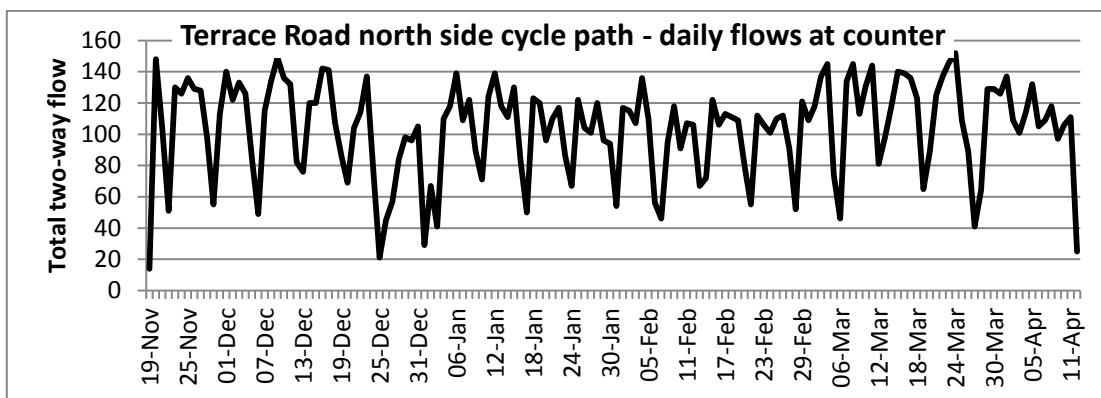
Automatic cycle count Thursday 31 March 2016, 07:00-1900	
Number cycling on-road heading NE	72
Number cycling on-road heading SW	84
Number cycling on path on north side	95
Number cycling on path on south side	109

Total number of cyclists: 360

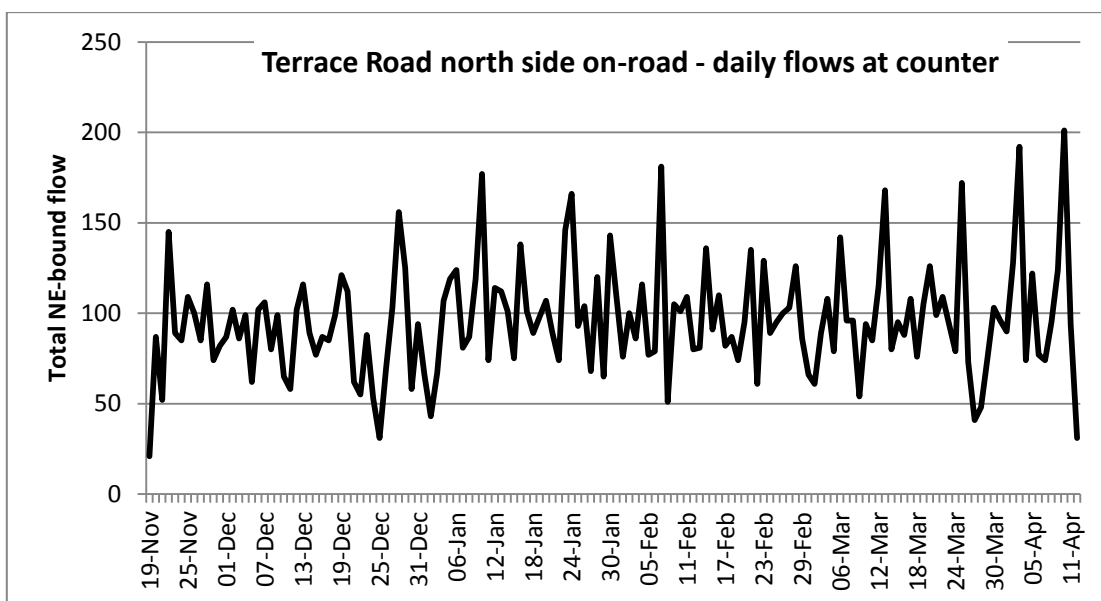
a. Hepworth Way cycle path counter – 14th October 2015 to 12th April 2016



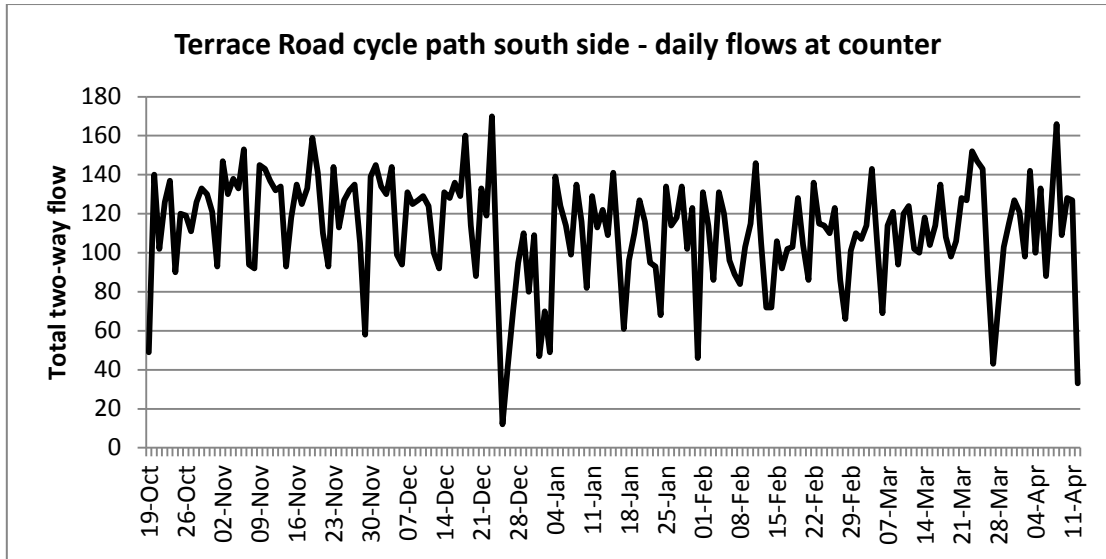
b. Terrace Road north side cycle path counter – 19th Nov 2015 to 12th April 2016



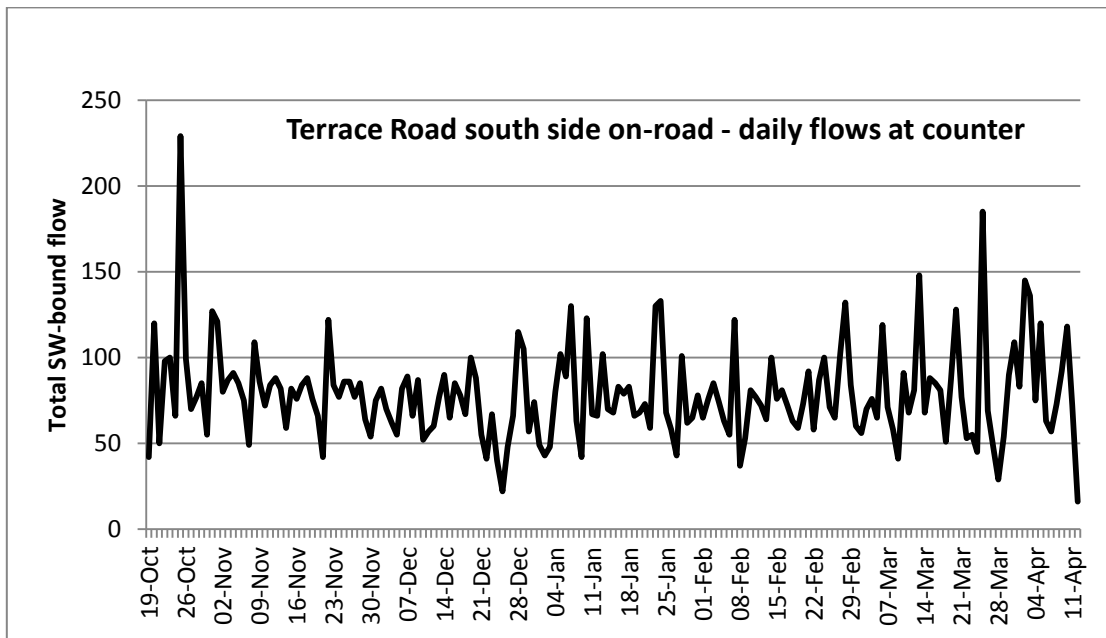
c. Terrace Road north side on-road cycle counter – 19th Nov 2015 to 12th April 2016



d. Terrace Road south side cycle path counter – 19th Oct 2015 to 12th April 2016



e. Terrace Road south side on-road cycle counter – 19th Oct 2015 to 12th April 2016



Annex 2: Terrace Road automatic vehicle counter speed and volumes

For several years, an automatic traffic counter (which does not count cycles) has been in place on Terrace Road just north-west of Manor Road.

The table below shows the volume and speed of traffic 2013-2016. In 2016, the counter was found to have been damaged (it is being repaired) so to provide a comparison some temporary tubes were laid for a period of one week – so the 2016 is not an exact comparison with previous years.

	NE-bound - average daily volume	NE-bound - mean speed	SW-bound - average daily volume	SW-bound - mean speed
all of March 2013 07:00-19:00	6662	23.7 mph	7255	20.8 mph
all of March 2014 07:00-19:00	7278	23.1 mph	7452	19.8 mph
all of March 2015 07:00-19:00	7481	23.5 mph	7445	21.0 mph
7-13 May 2016 07:00-19:00	6905	22.2 mph	7682	15.4 mph

Annex 3: comments and questions from public meeting of 15th January 2016

Theme	Question / Comment	Response
Access for all	Segregation means one third of space for pedestrians and two thirds for cyclists. Almost impossible for 2 pedestrians to walk side by side. Too narrow for a pram and pedestrian side is near wall / hedge which are often overgrown which further reduces space available.	See report paras 2.9 and 2.10 for explanation of segregation. Vegetation from private properties is usually the responsibility of the owner or resident. Issues of vegetation encroaching on to a path may be raised via the council's reporting system for remedial action.
Access for all	Street furniture is further impediment	street furniture is being relocated where appropriate; see annex 4 of this report
Access for all	People getting off bus walk straight into cycle lane. Likely to be a collision but none so far	At bus stops the route is unsegregated; see report para 2.9
Access for all	Normal cyclists / 'lycra brigade' use the road if they don't have children	some cyclists will prefer the road; see report para 2.15
Access for all	People don't know who are good and bad cyclists and therefore just feel nervous	Code of conduct being introduced (report para 2.10) and qualitative monitoring proposed (report para 2.6)
Behaviour of cyclists	Cyclists going through pedestrian area of shopping centres	This is a matter for the management company
Congestion	Hardly see anyone on cycle lane.	See cycle path use data, report paras 2.3 - 2.5
Congestion	Traffic used to move faster before the scheme / congestion not just at rush hour but all day due to cyclists holding up traffic / key issue is volume of traffic and signals	Speed data reported; see report para 2.13 and ongoing monitoring proposed
Congestion	Increase in volume of traffic is due to signals and bridge	Volume data reported; see report para 2.13
Congestion	How measure success of the scheme?	Original aims of the scheme report para 1.1; ongoing monitoring programme proposed to measure and judge wider impacts
Congestion	Add impact on congestion and traffic speeds to the metrics	Speed data reported; see report para 2.13 and ongoing monitoring proposed
Congestion	Need to know traffic speeds before and after scheme	Speed data reported; see report para 2.13
Construction	Poor standards of workmanship and nothing done to address it	Remedial work being undertaken; see annex 4 of this report

Consultation	Why no consultation on the scheme. No-one knew about consultation. Want to know date by date how many people responded	see report para 1.4 for a description of the public consultation process
Consultation	Person I spoke to at the consultation didn't know about the area at all. Offered a site visit but that wasn't taken up.	Sorry that this offer was not taken up at the time
Location of route	Cyclists polite on tow path – why not run the route on the tow path / already have river route	Both routes are useful
Maintenance	Undergrowth, hedges not maintained so forces pedestrians into the cycle lane	Vegetation from private properties is usually the responsibility of the owner or resident. Issues of vegetation encroaching on to a path may be raised via the council's reporting system for remedial action.
Parking	People still parking on pavement which forces conflict between cyclists and pedestrians – need to paint yellow lines and enforce	see report para 2.11 for description of enforcement responsibilities
Parking	Not clear who responsible for parking enforcement	see report para 2.11 for description of enforcement responsibilities
Safety	Ambleside Avenue and Sydney Junction – dangerous to cross	Speed table installed, remedial works to include further signing (annex 4 of this report)
Safety for all	Pedestrians are not safe	Code of conduct being introduced (report para 2.10) and qualitative monitoring proposed (report para 2.6)
Safety for all	Road narrowed and most cyclists still on road which creates danger. Cyclists more at risk than before the scheme	See report para 2.3 for numbers of cyclists using road and pavement.
Safety for all	Area outside Aveda, by bread shop creates a hazard for oncoming motorists	Not identified as a hazard in the safety audit
Safety for all	Encourages people to cycle on pavements across the borough	Scheme has 'No Cycling' signs on the pavements where people leave the route. Cycling is permitted only where there are the blue signs present.
Scheme construction	Missing dropped kerbs	See remedial works in annex 4 of this report
Scheme design	Design ill-conceived, badly executed, too undulating	See remedial works in annex 4 of this report
Scheme design	cross centre line turning out of side road	The vehicle tracks have been tested and only larger vehicles cross the centre line

Scheme design	Poor construction, large numbers of puddles and therefore get soaked by cars going past, adjacent to raised tables	See remedial works in annex 4 of this report
Scheme design	Studs – most people won't understand what they mean, need image of cyclists, pedestrian, painted on ground	More cycle symbols added, also see remedial works in annex 4 of this report
Scheme design	Issue of puddles impacts on cyclists and pedestrians	See remedial works in annex 4 of this report
Scheme design	Raised tables are good but journey broken up for cyclists	Cycle path priority was considered; see report para 2.14
Scheme design	Wouldn't use the path because of the number of junctions	Cycle path priority was considered; see report para 2.15
Scheme design	Junction at Walton High Street and Hepworth Way is narrowed making turning very difficult, veer onto kerb	This junction has been subject to safety audit and meets required standard.
Scheme design	Kingston are introducing paths and taking out traffic islands – need to look at something similar in Surrey	Depends on the location
Scheme design	Wouldn't use path due to risk of being so close to the road	Path segregates cyclists from vehicles
Scheme design	Traffic lights by bridge – path not widened (bridge to Hepworth Way)	Cannot be made wider to due vehicle lane requirements at traffic signals
Scheme design	Standard design for entrance into highway is not fit for purpose. People confused by different type of cycle way. No consistency in the way cycle ways are dealt with in the borough	Cycle path is continuous apart from the interim section described in report para 1.3
Scheme design	Issues are driveways, service roads – more dangerous for cyclists than before the scheme	Service road is 'interim' section. Code of conduct promotes awareness at driveways.
Scheme design	Why bollards painted black – invisible against tarmac	Reflective strips being added to some bollards (see annex 4 of this report)
Terrace Road shopping parade	Will the Terrace Road shops scheme happen	see report paras 1.3 and 2.17
Terrace Road shopping parade	Terrace road shopping parade proposal didn't work with regard to parking .. needs more consideration	see report paras 1.3 and 2.17

Annex 4: Remedial works and works resulting from Road Safety Audit stage 3

	Works	Location
1.	Regrade footway adjacent to gully opposite post office to eliminate ponding	o/s post office
2.	Regrade footway either side of zebra crossing near Grovelands school to eliminate ponding	Terrace road adjacent to east of Sandy lane junction
3.	Resolve ponding at uncontrolled crossing point on Sidney road(both sides)	Sidney Road junction with Terrace road
4.	Regrade carriageway at carpet right dropped crossing to eliminate ponding	at dropped crossing by Carpetright
5.	Adjust gully and surrounding re instatement to be level with carriageway	adjacent to no. 124 Terrace Road
6.	Install additional gully on eastern approach of Terrace road raised table and chute into existing gully adjacent to no 27	no. 29 Terrace Road, SCC to mark up
7.	Provide road markings around new pedestrian island at junction of Oatlands Drive and New Zealand Drive	Oatlands Drive
8.	Regrade footway to achieve 1:40 crossfall by increasing kerb height	Adjacent to farm on Terrace road.
9.	Relocate bollard on west of Tithe Close footway so that it is adjacent to the wall at the back of footway on terrace road	West of Tithe close junction on terrace road
10.	Relocate both bollards on east and west of Cambridge road so that they are adjacent to the back of path. Ensure they are still on Terrace road and not on the side road.	terrace road , east and west of Cambridge road
11.	Relocate bollard on Terrace Road located east of Dudley Road to the back of footway adjacent to wall	East of Dudley Road
12.	Relocate bollard on terrace road located west of Annett Road to the back of footway adjacent to wall	West of Annett Road,
13.	Relocate bollard at Terrace Road located west of Manor Road to north of tactile crossing away from kerb face	West of Manor Road -
14.	Relocate bollard at terrace road located east of Manor Road to back of footway adjacent to concrete edging.	East of Manor Road
15.	Add reflective strip to bollards that are located in the centre of the path	Length of scheme
16.	Ensure upstand of no more than 6mm at Oatlands Drive pedestrian island	at pedestrian refuge and dropped kerbs either side
17.	Ensure upstand of no more than 6mm at Walton Lodge junction of Hepworth way	all dropped kerbs at Walton Lodge junction
18.	Provide missing cycle logos	Length of scheme

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19.	Install 2 bollards - with Diag 956 & 951 on Bridge Street	
20.	Provide cycle symbol to Diag 1057 within shared footway	at bus stop on Church Street
21.	Bollard missing from this drawing which includes Russell Road	South west of Russell Road
22.	Reduce kerb upstand to no more than 6mm	outside no 117
23.	Install missing bollard as per plan	o/s 74
24.	Bollards and lining missing from this section	Junction of Cottimore Lane
25.	Provide markings to Diag. 1057 within the footway at the vehicles access	at Regnolruf Court
26.	Replace damaged stuck on tactile. Adjust levels of cover so tactile is flush	Oatlands Drive island
27.	Provide additional cycle signs as per appendix	
28.	Securely fix the bollard to the central refuge.	Oatlands Drive island
29.	Raise tourist sign board on Hepworth Way / Walton Bridge Road to 2.4m height	Hepworth Way / Walton Bridge Road
30.	provide 3 x warning signs as per Diag 557.1 with supplementary sign 557.4 Hump X yards on all 3 approaches to Sidney Road / Terrace Road table on existing lamp column above existing r/a signs	Sidney Road junction with Terrace road
31.	rectify zig zag road markings at Grovelands School - install Tails on zig zags and replace stop line with give way markings	Grovelands zebra
32.	Ensure bollard north east of Manor Road signing shows diag 956 back to back	Manor Road
33.	Remove redundant cycle dismount sign	Waterside R/A Terrace Road
34.	Erect diag 951 and 956 back to back on lamp column in Garden Road North west path as per original drawing	Garden Road
35.	Swap sign faces on bollard at Waterside Drive / Terrace Road, north of roundabout.	Waterside R/A Terrace Road
36.	Ensure re instatement of previous kerb line at bridge street / Church Street is flush with carriageway, currently sunken	Church Street / Bridge Street
37.	Hatching missing on Bridge Street / Terrace Road island	Bridge Street
38.	Erect missing parking sign at layby on Church Street	As per sign detail
39.	Install inspection cover where existing gully has sunken and make good	at Hepworth Way opposite Carpetright
40.	Erect Give way 600mm sign on existing post on Bridge street Island and give way triangle	Bridge Street / Hepworth Way island
41.	Provide cycling prohibited sign face to existing bollard at High street/ Terrace road junction	High street/ Church Street
42.	Provide advisory cycle lane as per drawing on Church Street	Church Street
43.	Remove centre line on Church Street as per drawing	Church Street
44.	Provide hatchings after zebra and before Waterside Drive	Terrace Road

	r/a as per drawing	
45.	Regrade Terrace road / Sidney road ramp on east approach adj to no.39 as per notes on drawing	Terrace road
46.	Regrade path at flats to eliminate ponding at gate	Terrace Road
47.	Construct additional footway as per drawing at Oatlands Drive	Oatlands Drive
48.	Amend crossover outside no. 80	Terrace Road
49.	Patch and raise sunk stop cock valve outside fish and chip shop to eliminate ponding	o/s 25 Church Street

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