

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (ELMBRIDGE)****DATE: 16TH NOVEMBER 2020****LEAD OFFICER: NICK HEALEY, AREA HIGHWAY MANAGER (NE)****SUBJECT: C19 ACTIVE TRAVEL SCHEME – A244 ESHER ROAD****DIVISION(S): HERSHAM
EAST MOLESEY & ESHER****SUMMARY OF ISSUE:**

As part of the Government's COVID-19 related Active Travel programme, a scheme has been proposed for the A244 Esher Road, between the Barley Mow and Princess Alice roundabouts. The scheme has prompted a divided response from the community. Many people have expressed their support for the scheme. A petition with over 2,624 signatures (as of 8:33pm on 22nd October 2020) has been arranged on www.change.org calling for an alternative scheme to be implemented instead.

The implementation of the scheme was paused at the end of August, to enable the new road layout to be tested before a decision is taken on the next steps.

RECOMMENDATIONS:

The Local Committee (Elmbridge) is asked to:

- (i) Approve the construction of the three pedestrian crossings that were originally intended as part of the Esher Road Active Travel scheme;
- (ii) Approve that following the construction of the three pedestrian crossings, and after a period of bedding in, officers should undertake public consultation with the local community, and that the results of this consultation should be reported back to Committee for a final decision on whether to make this scheme permanent;
- (iii) Authorise the Area Highway Manager in consultation with the Chairman, Vice Chairman, and relevant Divisional Member(s) to undertake all necessary procedures to implement the three pedestrian crossings and undertake public consultation for this scheme at the appropriate time.

REASONS FOR RECOMMENDATIONS:

Observations during the trial period by both local members and Surrey County Council Highways Service officers suggest that the scheme has no significant adverse impact in terms of congestion compared to the previous layout of the A244 Esher Road. The primary objective of this scheme was to provide three new pedestrian crossing facilities. However these have not yet been constructed. This means that the local community has not yet been able to utilise the main intended benefit of the scheme.

There is no compelling reason to abandon the scheme at this stage. The alternative scheme suggested in the petition is unfeasible and has significant disadvantages compared to the proposed scheme. If the pedestrian crossings were to be implemented, as per the recommendations, the local community would be able to experience the scheme in full, and then provide feedback to enable Committee to decide whether to make the scheme permanent.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Active Travel scheme that is proposed for the A244 Esher Road is being implemented using funding provided by the Government. The Government's initial brief for this nationwide programme specifically asked Highway Authorities to implement schemes that take space away from motorists and reallocate this space for pedestrians and cyclists. However, we were very much aware that any reduction in traffic capacity that results in increased congestion would cause concerns for local residents.
- 1.2 The feasibility study for this scheme was originally promoted by the Local Committee in response to a petition following a fatal incident involving a pedestrian, who was trying to cross the road. This petition was arranged on www.change.org and had 2,895 supporters. (See <https://www.change.org/p/katie-dando-pedestrian-crossing-needed-on-the-hersham-bypass-a244-esher-road> for details.) The Local Committee had intended to bid for CIL funding from Elmbridge Borough Council in the 2020 CIL bidding round to construct a scheme in the current Financial Year 2020-21. This bidding round was unfortunately deferred due to COVID-19.
- 1.3 The Government's Active Travel programme provided an opportunity to deliver this scheme ahead of Elmbridge Borough Council's next CIL bidding round, which at the time was not expected until 2021 at the earliest. (Elmbridge Borough Council have since announced an interim CIL bidding round for Autumn 2020.) This means that the scheme is being delivered at least a year before it was anticipated to have been delivered. The timescales imposed by the Government for the Active Travel programme funding meant that we were not able to undertake the kind of consultation that we would normally do for such a scheme. Instead we have endeavoured to inform the local community through local networks.
- 1.4 The scheme in Esher Road may appear as if the main beneficiaries are cyclists but its main objectives are to provide three new pedestrian crossings to improve safety significantly, and to encourage drivers to abide by the speed limit. A secondary objective of this scheme is to improve the cycle lanes, by making them wider and also providing separation between the cycle lanes and traffic.

2. ANALYSIS:

2.1 Petition details

- 2.1.1 A petition has been arranged on www.change.org, calling for an alternative scheme to be implemented. (See <https://www.change.org/p/john-o-reilly-objection-to-active-travel-scheme-changing-a-dual-carriageway-to-part-single-lane> for details.) The lead petitioner is Caroline Williams. The petition is addressed to a number of "decision makers": Cllr John O'Reilly, Nick Healey (SCC Area Highway Manager), Cllr Roy Green, Cllr Mary Sheldon, Cllr Ruth Mitchell, Cllr Peter Szanto, Cllr Richard Williams and Joanna Killian (SCC Chief Executive).

- 2.1.2 At 8:33pm on 22nd October 2020 the petition had 2,624 signatures. At this time the petition stated:

An Active Travel scheme has been introduced as part of Central Governments Covid-19 to get more people to walk or cycle. Surrey County Council have brought in changes to the A244 between Hersham and Esher which is a dual carriageway and is heavily congested at peak times of day and when events are being held at Sandown Racecourse. These backlogs impact on the surrounding area, recently there was a major fire on part of the approach into Esher which resulted in both lanes and beyond being backed up.

The council have proposed taking part of the dual carriageway down to one lane for motor vehicles to accommodate a carriageway dedicated to pedestrians and cyclists. At present there is an existing cycle lane and pathway both sides of the dual carriageway which sadly have not been maintained by SCC.

Residents are in agreement that a crossing is needed where a person was killed crossing the road and that this should be a light controlled crossing and that average speed camera's would benefit the road. As local councillors are putting forward a claim that this will reduce the speed of vehicles which is not what the scheme was intended for. The build up of vehicles at peak times will create more pollution.

To date the councillor responsible for signing off the scheme is not listening to local residents concerns regarding the impact on the area, we have been told this is a trial and will be reviewed. However, the work has started on some of the permanent fixtures.

As a community we feel that this is being implemented during the Covid-19 crisis as there is central government funding and this should have been delayed until at least September when the schools go back, and there is already a steady build up of commuter traffic as more people are returning to work.

- 2.1.3 At 4:57pm on 2nd November the petition had 2,629 signatures. Sometime between 22nd October and 2nd November the petition had been modified to state:

Active Travel Scheme's are being introduced as part of Central Governments Covid-19 to get more people to walk or cycle. Surrey CC were successful in being granted funds for various schemes within the county, many were not implemented due to communities protests.

However, the SC Councillors for Hersham & Esher have brought in changes to the A244 between Hersham and Esher despite initial public concerns. The road is a major artery linking a large part of the borough of Elmbridge and is very busy at most times of day, even more so at peak times, and when events are being held at Sandown or when there are issues with the A3/M25. Any backlogs that may/will occur will impact on the surrounding area, recently there was a major fire on part of the approach into Esher which

www.surreycc.gov.uk/elmbridge

resulted in both lanes and beyond being backed up, and all roads leading to the Hersham By-pass were gridlocked.

The council have proposed taking part of the dual carriageway down to one lane for motor vehicles to widen the existing cycle path. This however, this has not been maintained by SCC.

Residents are in agreement that a crossing is needed especially where there was a tragic fatality in 2018. This should be a light controlled crossing so that the pedestrian is able "control" the traffic. A feasibility study was started in 2019 to look into the funding of such a crossing this was scrapped in July this year as a result of funding for the ATS under this scheme 3 safe haven points are going to be put along the road which offers the pedestrian no safety to cross the proposed one lane of traffic travelling closer together. The community have also asked for average speed camera's to be fitted to help keep speed down on this road.

SC councillors are putting forward a claim that this scheme will reduce the speed of vehicles which is not what the scheme was intended for it is not a road safety scheme. The build up of vehicles at peak times will create more pollution, which the ATS are supposed to be reducing pollution.

To date the councillor responsible for signing off the scheme is no listening to local residents concerns regarding the impact on the area, we have been told this is a trial and will be reviewed. However, the work has started on some of the permanent fixtures.

As a community we feel that this is being implemented during the Covid-19 crisis as there is central government funding and this should have been delayed until at least September when the schools go back, and there is already a steady build up of commuter traffic as more people are returning to work.

- 2.1.4 The proposed scheme would permanently remove a lane in each direction to provide space to create three new pedestrian refuge islands in the vicinity of the bus stops. Pedestrian refuge islands were selected as this would enable implementation of three different crossings near each of the three bus stops for an affordable cost.
- 2.1.5 Traffic signal-controlled crossings or Zebra Crossings were examined but are not considered feasible for this scheme. Zebra Crossings would be dangerous within the 40mph limit. Zebra Crossings rely on drivers and pedestrians being able to anticipate each other's intentions, which is not possible at higher speeds. For this reason national guidelines only allow for new Zebra Crossings to be introduced where the 85th percentile speed (measured in free-flow traffic conditions) is less than 35mph. In any case these too would need refuges to be constructed in the centre of the road to provide pedestrians with a safe space to wait. To be able to construct the pedestrian refuge islands for any kind of crossing we would need to remove a traffic lane to provide sufficient space since the existing central reservation is very narrow. Additionally, traffic signals would have been substantially more expensive; the typical cost of a two-stage traffic signal-controlled crossing is approximately £250,000.

- 2.1.6 The petition calls for average speed cameras to be introduced in Esher Road. Within Surrey, as with other local authorities around the country, speed cameras are implemented and operated through a partnership between the police and local highway authority. The local highway authority (Surrey County Council) are responsible for implementing and maintaining the infrastructure (cameras, power and signing) on the highway, and the police use the cameras to provide the enforcement deterrent. Speed cameras (including average speed cameras) are only introduced at collision hotspots where there has been a serious history of collisions including some resulting in either death or serious injury, and where speeds have been measured and found to be excessive. Another important principle is that cameras are used as a last resort after other highway improvements have been considered first and ruled out as being infeasible. These principles ensure that the police are able to manage the volume of offences and that their enforcement resources are reserved for the worst collision hotspots. It is also seen as being important in order to maintain public support for speed cameras as a road safety tool rather than being seen incorrectly as a “tax on the motorist”.
- 2.1.7 At the present time the costs of operating cameras are recovered from part of the fees that drivers pay for attending speed awareness courses. If a driver elects to pay the fine instead, or if the driver attends court and pays a fine, then this money goes to the national Treasury via the courts. If there is any surplus money following the recovery of costs then this is held by the police for reinvestment in road safety and this has been used to implement new cameras following the principles described above. After the end of the previous hypothecation regime (whereby the costs of enforcement was recovered from fines), the government published their guidance note Circular 1/2007 Use of speed and red-light cameras for traffic enforcement: guidance on deployment, visibility and signing: <https://www.gov.uk/government/publications/use-of-speed-and-red-light-cameras-for-traffic-enforcement-guidance-on-deployment-visibility-and-signing>. This provides suggested criteria for introducing new cameras. However it does not include specific criteria for the introduction of average speed cameras. None-the-less we refer to the guidance when considering the potential for new average speed camera sites.
- 2.1.8 In the case of Esher Road, with the casualty history as it is, it is unlikely that the criteria for introducing new speed camera enforcement would be met, even if there were to be sufficient operating surplus to be able to afford a system. Also the reduction to a single lane tends to encourage drivers to reduce their speeds, for a significantly lower cost than the cost of an average speed camera system.
- 2.1.9 One of the main concerns of the petitioners – as expressed in a meeting with the lead petitioner, local members, and the Area Highway Manager on 20th August 2020 – was that the reduction of Esher Road to a single lane in each direction would cause significant congestion. The capacity of any Highway network depends on the capacity of both the link roads and junctions. The capacity of junctions is normally the constraining factor – which is why nearly all queuing that drivers experience originates from a junction – road works and incidents aside. As a link road the A244 Esher Road has more capacity than is required for the level of traffic. It should be emphasized that from a capacity point of view, there is no need for this road to be a dual carriageway.
- 2.1.10 A junction’s capacity depends on various factors. A key one is the amount of space for cars to be stored at the entrance to a junction, and how quickly this

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store can be released onto the junction. The speed with which cars can be released onto a junction depends on the number of lanes; the amount of space for cars depends on the length of those lanes. It is not the case that increasing the number of lanes or the length of lanes indefinitely will result in an indefinite proportional increase in the capacity of a junction. Other factors come into play, for example how much time is available for traffic to enter from each arm of a junction, how that time is distributed and so on.

- 2.1.11 The capacities of the Barley Mow and Princess Alice roundabouts are the limiting factors on the capacity of the A244 Esher Road. The scheme does not include any modifications to these roundabouts themselves. The number of lanes on the approaches are unchanged. The length of the lanes on the approaches to the roundabouts are long enough to ensure that traffic can discharge onto the roundabout at the same rate that it would if there was no change.
- 2.1.12 In response to the petitioners' concerns, it was agreed to pause the implementation of the scheme, to enable the new road layout to be evaluated from a traffic point of view. This evaluation phase commenced on 30th August 2020. A full timeline of the implementation and monitoring of the scheme is included in Annex A. It was recognised at the time that it would be quite possible that traffic would not return to pre-lockdown levels for some considerable time. At the time it was not anticipated that there would be a second spike of COVID-19 cases, nor the imposition of new restrictions in response. According to the Department for Transport's statistics¹, at a national level, traffic levels dipped to less than 30% during lockdown, and increased to a weekday plateau around 90% at the beginning of September 2020.
- 2.1.13 This report describes observations made by local members and Highways Service officers between 24th August and 13th October 2020.

2.2 Monitoring and observations

- 2.2.1 Local members commenced regular monitoring of the A244 Esher Road, and also surrounding roads where relevant, on 24th August 2020. The outputs from members' monitoring include recorded observations, real journey time measurements (roundabout to roundabout) and google maps (MRH Texaco petrol station to Princess Alice Hospice car park both ways) measurements. Members' and officers' recorded observations are summarised in the timeline presented in Annex A. Journey time data is presented in Annex B.
- 2.2.2 Congestion was only observed for brief periods in certain locations on some days during peak times. No congestion that was observed in Esher Road is unusual for Surrey in peak times. All the Highways Service officers involved in the monitoring were Surrey residents, and so all were able to compare their observations with their experience of the network near their homes and their own commute to work. In this context a number of the officers were genuinely intrigued as to why Esher Road was attracting so much time and attention.
- 2.2.3 The only significant queuing along Esher Road occurred when Esher Town Centre itself was heavily congested in the morning peak time. On some occasions, at peak afternoon times between around 4:00pm to 4:30pm, the

¹ <https://www.gov.uk/government/statistics/transport-use-during-the-coronavirus-covid-19-pandemic>

weight of traffic approaching the Barley Mow roundabout from all sides, coupled with the controlled pedestrian crossing intermittently halting flow from Esher Road, has led to some queuing on the west-bound approach to the roundabout. On occasions one lane of the two-lane section has become filled and this resulted in slow moving traffic back up Esher Road. Extending the length of the two-lane section on this approach should alleviate this situation.

- 2.2.4 The Active Travel scheme is not *causing* any significant congestion in and of itself. Very occasionally during the morning peak the queue originating in Esher extends along Esher Road all the way to the Barley Mow roundabout for a brief period. On these occasions it is arguable that the Active Travel scheme has exacerbated congestion that originates in Esher and observations recorded suggests that this happened for brief periods 6 times in 7 weeks. Further, on the mornings when the queue into Esher from Hersham was at its longest, there was disruption to the network caused by faulty traffic signals or road works. Moreover, the retiming of the traffic signals at Esher Green on October 2nd resulted in improved traffic flows in Lammas Lane and the consequent effect along Esher Road. Network disruption in the area has the potential to cause queuing along Esher Road as has always been the case. This is commonplace across the county.
- 2.2.5 Concerns by some residents have been raised that the occasional queuing at peak times around 16:00hrs on West End Lane is a direct result of the Active Travel scheme. This is not the case. Any traffic emerging from West End Lane to join the A244 Esher Road is opposed by traffic coming down Lammas Lane from Esher. To put this another way, traffic emerging from West End Lane is obliged to give way to traffic entering the Princess Alice roundabout from Lammas Lane. During busy times, the stream of traffic coming down Lammas Lane is near continuous, which means there are very few safe opportunities for drivers to exit West End Lane, resulting in a queue forming in West End Lane itself.
- 2.2.6 It is highly likely that there has been an increase in traffic through West End during the testing phase due to changing travel patterns to and from local schools during the COVID 19 pandemic. Schools are discouraging car sharing to maintain the integrity of bubbles on school sites. Additionally, public transport has become less likely to be used and more parents are working from home.
- 2.2.7 This term Cobham Free School transferred to its new site on Portsmouth Road. Previously Cobham Free School was based in West Molesey. Annex C shows the distribution of students attending Cobham Free School – including a significant number that would naturally travel south from the start of this term via Esher Road and West End Lane in the mornings, making the reverse journey in the evenings.
- 2.2.8 It is highly likely that increased traffic and traffic congestion in West End is related to changes in school traffic. Traffic counts taken during term time have been compared with traffic counts when the private schools in the area, and also Cobham Free School, were on half term. This comparison suggests that these schools account for well over 100 vehicles travelling through West End during peak times. In the morning peak, queues form at Hawkshill Way as traffic heads south to join Portsmouth Road – not because Portsmouth Road is necessarily congested, but because there are few safe opportunities to turn right onto Portsmouth Road from either West End Lane or Hawkshill Way. The

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reverse situation develops in the evening peak (with all vehicles returning either via Hawkshill Way or West End Lane junctions with the Portsmouth Road). Queues form as traffic heads north to join Esher Road – not because Esher Road is congested, but because there are few safe opportunities to enter the Princess Alice roundabout from West End Lane.

2.2.9 The officers monitoring the scheme have suggested a number of minor amendments, including:

- Signs and road markings amendments.
- Extending the two-lane approach to the Barley Mow roundabout.
- Improving the merge from two lanes to one at the exit from the Barley Mow roundabout towards Esher.

These would be incorporated in the scheme if Committee were to approve the construction of the pedestrian crossings.

2.2.10 A Speed Survey Technician from Surrey Safer Partnership Team visited Esher Road on 23rd October 2020 and between the hour of 09:30am – 10.30am to capture speeds via a handheld radar. The results of this survey are compared in Table 1 below.

2.2.11 Only westbound speeds were measured in 2019 – in two locations to facilitate a decision on the best location for a Vehicle Activated Sign (VAS). The speed survey results from 2016, 2017 and 2019 are based on 24-hour, 7 day surveys. The 85th percentile speed is the speed at or below which 85% of vehicles are travelling. This means that in 2019, 15% of drivers were exceeding 52mph at one eastbound location and 15% of drivers were exceeding 45mph at the other eastbound. In both 2019 and 2016, over half of all drivers were exceeding the speed limit.

2.2.12 A comparison of the results from 23rd October to the historical results clearly demonstrates that the scheme has resulted in lower traffic speeds, with most drivers now respecting the speed limit.

Table 1 – Traffic speeds before and after the scheme

Date	Eastbound		Westbound	
	Mean	85 th percentile	Mean	85 th percentile
2016 ATC survey	42mph	47mph	41mph	46mph
2017 ATC survey	39mph	45mph	39mph	45mph
2019 SDR survey	N / A	N / A	47mph	52mph
			40mph	45mph
23 rd October 2020 Handheld radar survey	38mph	41mph	36mph	39mph

2.3 Feedback received so far

- 2.3.1 Surrey County Council launched a website specifically for local communities to be able to provide feedback on proposed Active Travel schemes. The website is linked from this page: <https://www.surreycc.gov.uk/roads-and-transport/roadworks-and-maintenance/maintenance/roads/department-for-transport-capital-funding/roads-and-pavements>. The comments that have been submitted are published on this website, and it is clear that respondent's opinion on the scheme is divided.
- 2.3.2 What is not published on the website are the dates when the comments were submitted. This data is available to officers and is summarised in Table 2 below, and shown in graphical form in Annex D. A total of 1,752 comments were submitted (as of 0008hrs on 23rd October 2020). A further 481 reactions were submitted, as people agreed with comments that were already submitted, resulting in a total of 2,233 responses via this route altogether.
- 2.3.3 Committee should note that the Active Travel website is a *passive* consultation tool from Surrey County Council's point of view. This means that it is up to residents or visitors to the area to find the website and submit their responses. A regular consultation on a scheme of this nature would be *proactive*. That is, Surrey County Council would proactively communicate with the community – typically via a letter drop – and invite residents and other stakeholders to submit their comments.

Table 2 – Active Travel website responses according to the date received

Date received	Number received	Positive	Negative
30-07-2020 to 02-08-20 Before implementation started	28 (1%)	36%	64%
03-08-20 to 05-08-20 First 3 days of very disruptive traffic management	1,482 (66%)	9%	90%
06-08-20 to 29-08-20 Remaining days with some disruptive traffic management in place	549 (25%)	17%	82%
30-08-20 to 19-10-20 Responses during testing phase	174 (8%)	35%	64%
Overall	2,233 (100%)	13%	86%

3. OPTIONS:

- 3.1 Committee has three options:
- 1) Continue with the scheme as per the recommendations including the minor modifications suggested by officers monitoring the scheme. This would involve implementing the three pedestrian crossings, and then consulting the local community before deciding whether to make the scheme permanent.
 - 2) Abandon the scheme.

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3) Ask officers to explore the feasibility of an alternative or modified scheme.

3.2 On the basis of the evidence described above, the officer recommendation is to implement the three pedestrian crossings, and then consult the local community before deciding whether to make the scheme permanent.

4. CONSULTATIONS:

- 4.1 The Active Travel website has been available since 30th July 2020 for the local community to submit their responses to the scheme.
- 4.2 The Divisional Members and one of the Ward Members have been involved throughout.
- 4.3 There has been substantial dialogue between members and the local community via social media.
- 4.4. Members and the Area Highway Manager have met with the lead petitioners.
- 4.5 To date there has been no proactive consultation, the like of which would normally be undertaken on behalf of Committee for a scheme of this nature.
- 4.6 Graham Cannon of Surrey Police's Road Safety & Traffic Management Team made a number of comments:

The scheme has certainly brought speeds down, which is good from a road safety point of view.

There were no hold ups at the time of the Police's site visit. [This was off-peak.]

There doesn't appear to be an obvious desire line for pedestrians. The provision of three pedestrian crossings in different locations to coincide with the bus stops corresponds with the likely pattern of pedestrian movement.

The pedestrian crossings were not constructed at the time of the visit, and so it is not possible to comment directly on their operation. However, pedestrians are currently crossing the single running lane and cycle lane, with the adjusted traffic flows and speed. The Police would consider it safe to proceed with the three pedestrian crossings.

The merge from two lanes to a single lane from the Barley Mow roundabout heading towards Esher needs to be reviewed – including the layout and approach signing. A significant number of drivers that are exiting the roundabout are overrunning the hatching on the nearside before moving into the running lane gradually over the following section of road past the VW Garage. This is causing conflicts with drivers already in lane 2. The design of this merge is causing confusion and uncertainty for drivers.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 This scheme is fully funded from the Government's Active Travel grant to Surrey County Council.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 If Committee were to approve the implementation of the pedestrian crossings, it would improve accessibility for less able pedestrians.

7. LOCALISM:

- 7.1 The Local Committee is encouraged to take into account local priorities when making its decisions.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	By reducing the A244 Esher Road to a single lane, the level of speeding has reduced.
Sustainability (including Climate Change and Carbon Emissions)	The scheme would make it easier for pedestrians to cross the road – both for journeys entirely on foot and also to access the bus stops.
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	Active travel choices can make a significant difference to an individual's health and wellbeing.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The testing phase for the A244 Esher Road Active Travel scheme has demonstrated that the scheme does not cause congestion in and of itself. The scheme does have the potential to briefly exacerbate morning peak congestion originating in Esher Town Centre but only impacts journey times when there is significant network disruption – for example road works. It has also had a positive impact on limiting speeding.
- 9.2 The local community has not been able to experience the primary intended benefit of the scheme – being the implementation of three new pedestrian crossings. The implementation of these was deferred so that the new road layout could be tested from a traffic point of view.
- 9.3 It is recommended to construct the three pedestrian crossings, engage in public consultation following a bedding in period, and then report the results of this public consultation back to Committee for a final decision on whether to make the scheme permanent.

10. WHAT HAPPENS NEXT:

10.1 If Committee were to approve the recommendations, officers would make arrangements for the three new pedestrian crossings to be implemented.

Contact Officer: Nick Healey

Consulted: See above.

Annexes: Four

Sources/background papers: None
