

MUNICIPAL YEAR 2019/2020 REPORT NO.

**ACTION TO BE TAKEN UNDER
DELEGATED AUTHORITY**

PORTFOLIO DECISION OF:

Cabinet Member for Environment &
Sustainability

REPORT OF:

Director – Environment &
Operational Services

Agenda – Part: 1

KD Num: 4902

**Subject: Approval of Cycle Enfield
Proposals for the A1010 North**

**Wards: Enfield Highway, Enfield Lock,
Ponders End, Southbury and Turkey
Street**

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1. EXECUTIVE SUMMARY

1.1 This report sets out the results of the A1010 North statutory consultation and seeks approval to implement the scheme, including making the necessary traffic management orders. These proposals form part of the Mayor of London's Transport Strategy to increase active travel in London and will be fully funded by Transport for London (TfL). Forming part of the wider network, the proposals contained in this report are expected to deliver health and transport benefits for both local residents and visitors to Enfield.

2. RECOMMENDATIONS

2.1 To approve the final design of the proposals for the A1010 North shown on the plans in Appendix A and take all necessary steps to implement the scheme including:

- Making the traffic management orders specified in Schedule 1 of Appendix C.
- The design is amended to include an additional loading bay on the A1010, close to the junction with St Stephens Road and the the zebra crossing by Freezy Water St George's school be upgraded to a Pelican Crossing.
- Implementing the raised entry treatments, flat top speed tables and raised junctions specified in Schedule 2 & 3 of Appendix C.
- Implementing the Zebra crossings and associated zig-zag markings specified in Schedule 4 of Appendix C.

- Implementing the 'Parallel crossings' and associated zig-zag markings specified in Schedule 5 of Appendix C.
- Introducing designated disabled persons parking places and all waiting and loading restrictions using the experimental powers provided by S9 of the Road Traffic Regulation Act 1984.

2.2 To note that Transport for London will be providing funding for the delivery of this project and approve the spend allocation.

3. BACKGROUND

- 3.1 The A1010 North project represents a significant investment in the borough that can help improve our high streets and town centres; deliver long-term health benefits; and enable people to walk and cycle in safety. This project forms part of a series of work which includes not just cycle lanes on several of the Borough's main roads, but also an extensive network of connecting routes, 'Quieter Neighbourhoods', cycle hubs and a wide range of supporting measures to encourage more people to choose active forms of travel.
- 3.2 On 14th December 2016 Cabinet granted approval to undertake detailed design and statutory consultation for lightly segregated cycling facilities and public realm improvements along the A1010 North between Southbury Road/Nags Head Road and Bullsmoor Lane/Mollison Avenue. Cabinet also delegated authority to the lead Cabinet Member to approve and implement the final design of the scheme subject to consultation and completion of all necessary statutory procedures.

4. THE PROPOSAL

- 4.1 The proposal involves the introduction of segregated cycle lanes between Glyn Road and the junction with Holly / Mandeville Road. In addition, the scheme provides the opportunity for public realm improvements at Green Street and elsewhere along the corridor. Details of the proposed route are set out in the drawings attached as Appendix A.
- 4.2 The main works will be delivered by Ringway Jacobs via the London Highways Alliance Contract.

5.0 STATUTORY CONSULTATION

5.1 In addition to the statutory notification required prior to implementation of pedestrian crossings, speed tables and entry treatments etc. Traffic Management Orders (TMOs) are required to implement several elements of the scheme, including:

- Cycle lanes with exemptions to allow picking up and setting down by blue badge holders and maintenance vehicles
- Revocation and introduction of pay and display and free parking places
- Goods vehicle loading bays
- Introduction of prescribed routes, such as one-way working in some service roads

5.2 The procedure for making TMOs is set out in the Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996. As a minimum, the regulations require the council to publish notice of its intentions in the London Gazette and a local newspaper, as well as notify the following bodies:

- The Freight Transport Association
- The Road Haulage Association
- Metropolitan Police
- London Ambulance Service
- London Fire Brigade
- TfL (Buses) & relevant bus operators

5.3 A copy of the traffic order is provided in Appendix B.

5.4 In addition, the Council must take appropriate steps to inform those likely to be affected by the orders. This requirement was met by:

- Erecting site notices along the corridor.
- Promoting the consultation in local newspapers.
- Publishing information on the project website.
- Distributing 18,000 consultation leaflets to properties along the corridor and the surrounding area.

5.5 The A1010 North statutory consultation leaflet was a non-technical document that sets out what has happened so far and included a plan of the route. This document also promoted a public event which was held on 10th April 2019 (from 3pm – 8pm) at Albany Leisure Centre (directly on the route) where Council Officers and scheme designers were available to discuss the proposals. The document also provided details on how to object to any aspect of the draft traffic management orders. A facility was provided on the project website to make it easy for objections and representations to be made.

5.6 The statutory consultation period commenced on 3rd April 2019 November and continued until 28th April 2019.

5.7 The Council received approximately 30 objections, most of which were made online. All of the issues raised have been considered and responses to the themes and issues raised are provided in the table below:

Item	Issue Raised	Council Response
1	Impact on businesses and lack of loading.	<p>Loading bays are provided at various locations along the route. In response to the statutory consultation, a further loading bay has been incorporated into the designs on the A1010 just south of St Stephens Road. In addition, the waiting and loading restrictions will be introduced on an experimental basis so that they can be quickly adjusted to allow loading and unloading to take place at appropriate locations in side roads, if required. To support local shopping parades short stay bays are provided, allowing parking for up to two hours. The operation of these bays will be monitored post-implementation and adjustments made to either the number of bays and/or the method of control if necessary.</p> <p>It is acknowledgeged that the construction phase of these schemes can create some short-term disruption. The Council will liaise with the Valuation Office Agency to notify them of the works which on previous schemes has led to businesses receiving a 10% discount on business rates for the construction period. Enfield Council will communicate directly with businesses to encourage them to make an application to the Valuation Office Agency.</p> <p>Enfield Council will also ensure that a Public Liasion Officer is available for the duration of the project. This person can provide a direct link between local business and the construction contractor to help assist with deliveries throughout the construction period. Enfield Council will ensure that all businesses receive directly details of the Public Liasion Officer which will include their name and contact details (with a mobile number to ensure they remain accessible).</p>
2	Removal of trees.	Any tree removal will be minimised but the scheme will ensure that there is a net gain in trees along the corridor.

3	Insufficient demand.	<p>These proposals are intended to increase the cycling levels along this route. The provision of safe infrastructure will enable more people to make the choice to cycle some of their local journeys. Evidence from other schemes indicates that the number of cycling journeys in the Borough are increasing where good quality infrastructure has been installed.</p>
4	Reducing on street parking.	<p>It is acknowledged that the loss of uncontrolled on-street parking may cause inconvenience to some residents in terms of parking and receipt of deliveries. Where possible, residential parking bays have been introduced and surveys indicate that through the use of side roads there is sufficient capacity in the general area to meet the overall parking demand. The number of existing spaces compared to proposed spaces are outlined on each page of the drawings at Appendix A.</p> <p>It is accepted that these proposals will necessitate changes in the way deliveries are made to some residential properties along the route. Delivery vehicles may need to park in side roads with goods delivered via trolley for the last part of the journey.</p> <p>In addition, the design ensures that those residents with a dropped kerb will continue to be able to access their properties.</p>

5	Bus stop design.	<p>As part of the implementation of continuous cycle lanes in the Borough, Enfield Council have adopted the use of bus stop boarders. These create an area shared by people cycling and people getting on and off buses, with the existing separate footway area retained where passengers are able to wait for buses.</p> <p>This is not a new approach and bus stop boarders are in use in other areas across London (and Europe). Enfield Council have carefully considered the design and introduced a number of elements to reinforce the fact that people cycling do not have priority through this space. For example, ramps are provided to slow people cycling as they enter this space, and a shared use sign is in place. The surface materials change completely from those used on the cycle lane as a further visual reminder that people cycling are now in a different type of space.</p> <p>Enfield Council are currently participating in a London wide review, lead by Transport for London, to gather more research into how bus stop boarders are operating. Insights generated from this work can then help inform designs for both existing bus stop boarders and for future ones that the Borough install.</p>
6	Shared space.	<p>The Department for Transport (DfT) have previously requested local authorities pause the introduction of new shared space schemes that feature a level surface and which are at design stage. The DfT have issued clarification which defines a shared surface as a design feature in which the level difference between the footway and carriageway is removed. The clarification goes further to emphasis that the focus of the pause is on level surface schemes in areas with relatively large amounts of pedestrian and vehicular movements, such as high streets and town centres. The DfT are clear that the pause does not apply to other types of features including raised entry treatments, continuous footways, table junctions and shared routes for pedestrians and cyclists. Whilst this scheme includes some of these latter features not included in the pause, there are no elements in the design of this scheme where there is a shared level surface between the footway and carriageway.</p>

7	Increase in pollution.	<p>There is the potential for an increase of emissions at some junctions due to additional delays. Further increases could occur where traffic is being held behind buses or right turning vehicles. Whilst there is some basis for this concern, as set out below, it should be noted that many essential highway features, including pedestrian crossings, necessarily interrupt traffic flow and therefore impact on vehicle emissions.</p> <p>Small improvements in air quality along the rest of the corridor are expected with an overall increase in cycling mode share and have the potential to increase if a greater mode shift from private car to cycling is achieved in the future.</p> <p>Increasing cycling infrastructure and encouraging more people to cycle is a key element of the Council's Air Quality Action Plan, which is produced in recognition of the legal requirement on the Council to work towards air quality objectives within the Borough; this is as required under Part IV of the Environment Act 1995 and the relevant air quality regulations. The Action Plan contains a wide range of local measures but significant improvements in air quality also depend on both national and London-wide initiatives, such as the proposed Ultra-Low Emission Zone.</p>
8	Increases in congestion	<p>Increase in journey times for buses are addressed at para 5.14 – 5.18. Re-designs to junctions (the location of the majority of accidents involving cyclists) to improve safety for cyclists will also create delays for general traffic. The degree of saturation (DofS) of a junction is a measure of how much demand it is experiencing compared to its total capacity. These designs are likely to increase the DofS at junctions which will lead to increased queue lengths and increased time to move through the junctions. However, without works to increase the level of protection at junctions for people cycling, less people are likely to choose active travel as an alternative form of transport and therefore a reduced mode shift could be expected.</p>

9	Funds should be invested in other council services	The cost of the scheme is funded by Transport for London and is ringfenced for this project. This funding covers not only the infrastructure but also an extensive education programme, road safety improvements, access to cycling initiatives (e.g. inclusive cycling sessions), liaising with public health bodies and school engagement amongst other things. No contribution is made to this scheme by Enfield Council tax receipts.
10	The route doesn't connect with anything.	The A1010 North will connect into the Ponders End and A1010 South scheme via the junction improvement works at the Nags Head junction. There are then further connections from the A1010 South section to the west of the Borough via Salmons Brook. Enfield Council are continuing to develop the walking and cycling network across the Borough.

Additional Considerations

5.8 In addition to the above, the following issues should also be considered:

Emergency services

5.9 The Metropolitan Police, London Fire Brigade and the London Ambulance Service have all previously commented on the proposals at the design stage. Although provided with a further opportunity to comment during the statutory consultation process, none of the emergency services did so.

5.10 At the design stage the Metropolitan Police stated that they had reviewed the proposals and had no objections.

5.11 At the design stage the London Fire Brigade emphasised their support for increasing cycling and that they recognised the benefits that the proposed changes can bring and indicated their support for measures that will provide safer cycling conditions.

5.12 The London Ambulance Service (LAS) has not objected to the proposals but at the design stage listed a number of factors that they wished to be considered which are listed below:

- *That the LAS needs unhindered access 24/7 across the capital network.*
- *That cycleways enable ambulances to pull into the cycleway to help reduce congestion if an ambulance is required to stop for a period of time.*
- *Loading bays and bus stops are in locations which will not bottleneck the roads.*
- *Any bus lanes/turning points are easily accessible to ambulances*

- Any areas of high congestion which link to traffic phasing can be managed/changed if the phasing is an issue for the LAS and the flow of the LAS fleet when engaged on 999 duties
- Rat runs are managed to allow vehicles pass each other.

5.13 In respect to the the London Ambulance Service, the issues above have been considered in the development of the final design.

Bus Journeys

5.14 Regular discussion takes place between the Council and all relevant TfL stakeholders, including representatives from London Buses. In particular with the Area Manager responsible for bus operations in Enfield and Haringey, whose role includes liaison with the relevant bus operators.

5.15 This scheme does create impacts on bus journey times. The table below shows the existing delays (created by traffic signals) to bus journey times along the length of the scheme along with the proposed delays and the extent of the change. This modelling is focussed on peak times and only considers junctions (therefore impact of new pedestrian crossings, removal of right turn pockets are not included). This modelling assumes there is no mode shift and no wider re-assignment of traffic. Times are expressed in minutes, minus figures indicate where delays are reduced.

Route		AM Peak			PM Peak		
		Existing	Proposed	Change	Existing	Proposed	Change
121	Northbound	1.7	2.6	0.9	5.5	7.0	1.4
	Southbound	4.0	5.2	1.2	2.9	6.5	3.6
191	Northbound	2.5	2.4	-0.1	7.2	5.8	-1.4
	Southbound	1.8	2.1	0.3	1.9	2.6	0.7
279	Northbound	2.1	2.4	0.3	5.3	6.0	0.7
	Southbound	3.4	3.5	0.1	2.0	2.6	0.7
307	Northbound	0.9	1.7	0.8	1.5	2.8	1.2
	Southbound	1.3	3.7	2.5	1.5	5.0	3.4
313	Westbound	1.8	1.7	-0.1	2.3	1.1	-1.2
	Eastbound	0.8	1.2	0.4	1.3	2.1	0.8
327	Northbound	0.5	0.6	0.1	1.0	0.6	-0.5
	Southbound	-	-	-	-	-	-
349	Northbound	1.3	1.0	-0.2	1.1	1.1	0.0
	Southbound	0.9	1.0	0.0	1.0	0.9	-0.1
377	Northbound	1.3	1.0	-0.2	1.1	1.1	0.0
	Southbound	0.9	1.0	0.0	1.0	0.9	-0.1
491	Northbound	2.5	2.4	-0.1	2.3	2.3	0.0
	Southbound	1.8	1.7	-0.1	2.3	1.1	-1.2

5.16 In addition to the impact of junctions, the removal of the northbound bus lane was also considered. The results of this assessment are that a further 27 second delay, in addition to the above, could be seen for northbound journeys for the the 121, 279 and 307.

5.17 These impacts were considered at a TfL's Road Space Performance Group meeting in March 2019 and after consideration of the impacts

versus the benefits, the TfL network impact team approved the implementation of the A1010 North scheme from a TfL perspective.

- 5.18 In line with the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, each of the bus operators that run services on behalf of TfL along the A1010 North (Arriva London, London General and Metroliner) were notified about the proposals. No comments were received from any of the operators.

Road Safety

- 5.19 A Stage 1 and Stage 2 Road Safety Audit has now been completed on this scheme. Each of the points raised in the safety audits have been considered during the development of the design.
- 5.20 Further safety audits are planned post-implementation and the scheme will remain under review, with adjustments made as appropriate.

Impact on Blue Badge Holders

- 5.21 The Local Authorities Traffic Orders (Exemptions for Disabled Persons) (England) Regulations 2000 require that certain traffic orders made by local authorities under the Road Traffic Regulation Act 1984 that prohibit or restrict the waiting of vehicles in roads and street parking places must include a provision exempting any disabled person's vehicle displaying a disabled person's badge. This exempts the holder from waiting conditions in certain circumstances, and from charges and time limits at places where vehicles may park or wait. The proposed traffic orders comply with these requirements. However, several consultees have raised concerns about the impact of the scheme on blue badge holders, mainly because the introduction of a mandatory cycle lane reduces the opportunity for casual parking.
- 5.22 The proposals for disabled parking are summarised below:

- Although reduced in number, blue badge holders will be able to park free of charge in on-street Pay and Display bays for up to three hours;
- Designated bays for blue badge holders will be provided on an experimental basis so that they can be reviewed and amended in the light of demand, feedback and operational experience.
- Blue badge holders will be able to park for up to three hours on both double and single yellow lines in side roads, providing there are no loading restrictions in operation at the time. These restrictions are also to be introduced experimentally so that they can be quickly modified in the light of feedback and operational experience.
- The traffic order enabling the introduction of the mandatory cycle lane varies the national position so that vehicles with a blue badge can enter the lane to pick up and set down.

Conclusions

5.23 All of the comments, representations and objections received following the statutory consultation have been considered and detailed responses provided above.

5.24 On balance, it is recommended that the detailed design be implemented as proposed and that all of the associated traffic orders be made. One modification to the design should be made to include an additional loading bay on the A1010, close to the junction with St Stephens Road. In addition, the zebra crossing by Freezy Water St George's school will be upgraded to a Pelican Crossing.

7. ALTERNATIVE OPTONS CONSIDERED

The following alternative options have been considered:

Option	Comment
Do nothing.	This is not recommended as this project is a key part of the strategy to promote more walking & cycling in the Borough.
Deliver a less transformative scheme.	Funding from Transport for London is dependent upon schemes delivering on a certain quality standard that in turn will encourage mode shift. A lesser scheme would not be funded by TfL and would not be in the interest of the Borough as is less likely to generate the change that this scheme seeks – enabling more active forms of transport.

8. REASONS FOR RECOMMENDATIONS

8.1 The recommendations have been made to enable the scheme to be implemented so that a number of benefits can be realised, including:

- To create healthy streets that enable more active forms of travel, leading to healthier communities.
- To provide more travel choices for the 34% of Enfield households who have no access to a car and an alternative travel choice for the 66% that do.
- To deliver public realm benefits.
- To deliver improvements to highway infrastructure.
- To contribute towards the ongoing development of a Borough-wide active travel network.

9. COMMENTS FROM OTHER DEPARTMENTS

9.1 Financial Implications

9.1.1 The total estimated cost of construction for the scheme is up-to £7.5m. Transport for London (TfL) will fund the delivery of this project (with some S106 contributions) as a key project to contribute towards delivering the Mayor's Transport Strategy. TfL are responsible for approving any variation in cost.

9.1.2 The funding arrangements are governed through the TfL Borough Portal and no costs will fall on the Council. The release of funds by TfL is based on a process that records the progress of the works against approved spending profiles. TfL makes payments against certified claims as soon as costs are incurred, ensuring the Council benefits from prompt reimbursement.

9.1.3 Use of the funding for purposes other than those for which it is provided may result in TfL requiring repayment of any funding already provided and/or withholding provision of further funding. TfL also retains the right to carry out random or specific audits in respect of the financial assistance provided.

9.1.4 Future maintenance costs from this scheme will be contained within existing revenue budgets.

9.2 Legal Implications

9.2.1 Under the Greater London Authority (GLA) Act 1999, the Mayor is empowered, through TfL, to provide grants to London Boroughs to assist with the implementation of the Transport Strategy. TfL is charged with responsibility of ensuring that the key rationale for allocating grants is the delivery of the Mayor's Transport Strategy.

9.2.2 Section 62 of the Highways Act 1980 provides a general power for the Council to improve highways. A number of shared pedestrian/cycle spaces are created as part of the scheme. The relevant part of the footway is 'removed' under the powers in section 66(4) of the Highways Act 1980, and a cycle track is 'constructed' under section 65(1).

9.2.3 The Road Traffic Regulation Act 1984 provides powers to regulate use of the highway. In exercising powers under the Road Traffic Regulation Act 1984, section 122 of the Act imposes a duty on the Council to have regard (so far as practicable) to securing the 'expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians and cyclists) and the provision of suitable and adequate parking facilities on and off the highway'. The Council must also have regard to such matters as the

desirability of securing and maintaining reasonable access to premises and the effect on the amenities of any locality affected.

9.2.4 The recommendations within this report are within the Council’s powers and duties.

9.3 Property Implications

9.3.1 There are no corporate property implications arising from this report.

10. KEY RISKS

10.1 The key risks relating to the scheme are summarised below together, where relevant, with steps taken to mitigate the level of risk:

Risk Category	Comments/Mitigation
Strategic	Risk: Not delivering health and other benefits associated with an increase in levels of cycling. Mitigation: Corporate support for the Cycle Enfield programme and funding from TfL.
Operational	Risk: Disruption during construction. Mitigation: Traffic management arrangements will be designed to minimise disruption for local residents. Roadworks will also be co-ordinated to take account of other work in the area.
Financial	Risk: Insufficient funds/cost escalation. Mitigation: Funding from TfL has been allocated to the scheme and the estimated implementation cost falls within the available budget.
Reputational	Risk: Opposition to the scheme from some local residents/ organisations. Mitigation: There is an on-going communication exercise to explain the case for change and wider benefits that are generated from this scheme.
Regulatory	Risk: Failure to comply with statutory requirements. Mitigation: The scheme is being delivered by experienced designers.

11. IMPACT ON COUNCIL PRIORITIES - CREATING A LIFETIME OF OPPORTUNITIES IN ENFIELD

11.1 Good homes in well-connected neighbourhoods

The scheme directly supports the Council’s commitment to reduce congestion, improve air quality and encourage people to walk and cycle.

11.2 Sustain strong and healthy communities

The scheme also helps to deliver the Council commitment to improve health by promoting active travel.

11.3 Build our local economy to create a thriving place

Wider investment in the walking & cycling network forms part of the Council's strategy to support our high streets and town centres by providing safe and easy access to local shops and services.

12. EQUALITIES IMPACT IMPLICATIONS

12.1 Local authorities have a responsibility to meet the Public Sector Duty of the Equality Act 2010. The Act gives people the right not to be treated less favourably because of any of the protected characteristics. We need to consider the needs of these diverse groups when designing and changing services or budgets so that our decisions do not unduly or disproportionately affect access by some groups more than others. The Public Sector Duty Act 2010 requires Local Authorities, in the performance of their functions, to:

- Eliminate discrimination, harassment, victimisation and other prohibited conduct
- Advance equality of opportunity
- Foster good relations

12.2 In recommending this proposal we have considered the needs of all highway users including those from the protected characteristic groups. All members of the community have full access to the highways however it is recognised that some protected groups may have practical problems in using the service. We are confident that these proposals will ensure that everyone will continue to benefit from this service. An Equalities Impact Assessment is at Annex D.

Age	Slight positive impact – Modernisation of signals infrastructure introduces countdown signals, providing users of all ages with information on the time available to cross.
Disability	Slight negative impact – Possible conflict for visually impaired users by shared pedestrian/cycle areas and footway level cycle tracks. This will be mitigated by the use of tactile paving and the introduction

	of appropriate signage to indicate to cyclists that they do not have priority in this space. Crossing facilities across the junction are marked out to provide separate walking and cycling provision.
Gender reassignment	Neutral impact - No specific impacts identified.
Marriage or civil partnership	Neutral impact - No specific impacts identified.
Pregnancy and maternity	Neutral impact - No specific impacts identified.
Race	Neutral impact - No specific impacts identified.
Religion or belief	Neutral impact - No specific impacts identified.
Sex	Neutral impact - No specific impacts identified.
Social economic	Slight positive impact – Any impact on social economic inequality is likely to be low, as those on low incomes are less likely to own cars, meaning they are more likely to walk or cycle and this proposal promotes active health and provides a safer area for this to occur.

13. PERFORMANCE AND DATA IMPLICATIONS

- 13.1 This scheme will have limited impact on performance when considered in isolation. However, when considered as part of a wider active travel network, the scheme will contribute to a number of key targets, including those relating to improving the health of adults and children in the Borough, reducing the number of vulnerable road users injured on our roads, and increasing the use of sustainable means of travel.

14. PUBLIC HEALTH IMPLICATIONS

- 14.1 The scheme is part of the Council's plans to improve the Borough's walking & cycling infrastructure, which provides a unique opportunity to improve the health of the Borough's residents and address health inequality.
- 14.2 Compared to those who are least active, sufficient physical activity reduces all-cause mortality and the risk of heart disease, cancer, mental health

issues and musculo-skeletal disease by approximately 20 to 40%. These conditions account for 70% of the NHS budget.

- 14.3 25.4% of Year 6 pupils in Enfield (aged 10-11) are obese, higher than in London or England as a whole (22.6% and 19.1% respectively). 41% are either overweight or obese compared to 37.2% in London and 33.5% in England. This is the 6th highest in London.
- 14.4 Cycling can be a very effective means of integrating physical activity into everyday life. Improving cycling facilities in the Borough also has the potential to significantly increase the disposable income all residents in the Borough. Other benefits to the individual could include greater access to employment, education, shops, recreation, health facilities and the countryside.

Background papers

None.

List of Appendices:

- Appendix A: [Scheme drawings](#)
Appendix B: [Traffic Order Notice](#)
Appendix C: [Orders to be made & other features](#)
Appendix D: Equality Impact Assessment

