
**Decision Session – Executive Member for
City Strategy**

20th October 2009

Report of the Director of City Strategy

**CRICHTON AVENUE: PROPOSED IMPROVEMENTS FOR
CYCLISTS**

Summary

1. This report discusses the outcome of detailed design work and public consultation on proposals to improve conditions for cycling along Crichton Avenue.

Recommendation

2. The Executive Member is requested to approve the scheme shown in **Annex C** for implementation.

Reason: Officers consider that the scheme will provide significant improvements for cyclists using Crichton Avenue, support the Council's aspiration of providing an Orbital Cycle Route, and contribute to the aims of the Council as a Cycling City.

Background

3. In March 2009 the Executive Member for City Strategy and Advisory Panel (EMAP) considered preliminary proposals to improve conditions for cycling along Crichton Avenue, which would support the Council's aspiration of providing an orbital route and contribute to the aims of the Council as a Cycling City. The outline scheme shown in **Annex A** was approved in principle, and Officers were asked to develop the proposals further through detailed design work and public consultation, with a view to implementing a scheme within the 2009/10 financial year. The outcome of this work is presented below.

Detailed Proposals

4. The subsequent detailed design work led to a number of amendments being proposed to address specific problems or improve the scheme, and the revised scheme layout is shown in **Annex B**. The key differences between the outline and detailed scheme layouts are described below:
 - *Toucan crossing moved away from the Wigginton Road junction to a position west of the railway bridge*

5. Traffic modelling has shown that introducing a Toucan crossing phase at the Wigginton Road signals would generate significant extra delays and queue lengths. This could include the possibility of traffic regularly tailing back to the railway level-crossing on Wigginton Road, and would make it more difficult to achieve the Council's longer term ambitions of improving the junction for the benefit of bus services and to relieve some of the current congestion. To address this, it is now proposed to locate the Toucan to the west side of the bridge. The position chosen is influenced by visibility requirements and the difficulties of installing signal equipment on the bridge deck. An advantage of the proposed position is that it links well with the pedestrian desire line created by the embankment steps. To help manage queuing traffic between the new Toucan and the Wigginton Road junction, their signal control units would be linked.
 - *Reduced road widening between Burton Stone Lane and Kingsway North*
6. Officers originally envisaged that it would be necessary to widen both sides of Crichton Avenue to enable on-road cycle lanes to be introduced between Burton Stone Lane and Kingsway North. However, it is now proposed to widen mainly on the southern side only, by approximately 1.5 metres. This has the advantages of requiring fewer service diversions, reduced construction costs and less disruption for local residents. The proposed carriageway widening should provide enough road space for 1.5 metre wide cycle lanes in both directions, and traffic lanes at 2.7 metres wide. In addition, this will allow the existing lay-by near to local amenities to be retained.
 - *On-road cycle lanes at the Kingsway North roundabout, rather than providing off-road paths around it*
7. Officers now consider that it would be premature to introduce off-road paths around the roundabout until a more detailed study of the next stage of the Orbital Route is undertaken (linking Crichton Avenue and Clifton Green via Kingsway North and part of Water Lane). Although this may result in some off-road paths being proposed at the Kingsway North roundabout, there will still be a need to do something to assist cyclists who choose to stay on-road. Therefore, proposals for the roundabout carriageway have been investigated further, and are now included in the Crichton Avenue scheme. The proposals for the roundabout comprise circulatory cycle lanes, green anti-skid surfacing, lane designator arrows, a painted narrowing of the circulatory carriageway (around the central island) and warning signs. The use of such cycle lanes that forewarn motorists of a cyclist's intended path have been used at other roundabouts in York (for example, at Heworth Green) and have been shown to reduce the number of collisions involving cyclists.
 - *Retain the existing Pelican crossing at the western end of Crichton Avenue, rather than convert to a Toucan*
8. As a consequence of not providing off-road cycle facilities around the Kingsway North roundabout as part of the current proposals, it is also considered unnecessary to convert the existing Pelican to a Toucan crossing at this time.
 - *Burton Stone Lane right turn facility and extended shared use on south side of Crichton Avenue*

9. The consultation plan layout required cyclists turning right from Burton Stone Lane to do so with the rest of the traffic before being able to access the off-road path along the northern side of Crichton Avenue. Cyclists wanting to access the Foss Islands cycle route would then need to cross Crichton Avenue again using the proposed Toucan facility. This was not ideal, and it was thought likely that many cyclists would choose to use the southern footway instead. Therefore, the design was altered to provide a facility for cyclists to turn right from Burton Stone Lane to directly access an extended shared path along the south side of Crichton Avenue, which would provide a much more direct link with the Foss Islands Cycle Route.
10. Other more minor amendments and additions to the scheme not shown on the plan, but worth highlighting, include the following:
- Street lighting located in the verges and footway near the bridge would be moved to the rear of the proposed shared-use path in order to maximise usable space. Investigations revealed that the existing columns are near the end of their design life and would not survive the move to the rear of path. Hence, new columns will be provided.
 - The road widening on the southern side of Crichton Avenue would require the removal of three young trees located in the existing verge. These trees were planted within the last few years to improve the street-scene and deter parking on the verge. Although the removal of these trees is regrettable, there is not thought to be a practical alternative approach. If approved, the proposal would provide at least three new trees in the vicinity of the post office in compensation.
 - Highway Maintenance have identified the carriageway of Crichton Avenue as a high priority for resurfacing, and have agreed to bring it forward into their 09/10 Programme to enable it to be coordinated with the cycle scheme. The extents of resurfacing are between the Kingsway roundabout and a point just to the east of Intake Avenue. This will help produce a better overall scheme, avoid abortive costs, and reduce disruption to residents in the long term.

Consultation

11. The proposals shown in **Annex B** formed the basis of an extensive consultation exercise involving relevant Councillors, local residents/businesses, the emergency services, and other interested parties such as road user groups and utility companies. Their responses are summarised below:

12. **Councillors**

Councillor	Response
Douglas	Wants to wait to hear public views before forming an opinion.
King	No comments received to date.
Scott	Wants to wait to hear public views before forming an opinion.
Potter	Would like to make no comment at this stage.
D'Agorne	Supports the scheme overall. Raised some additional comments/suggestions and sought further information. Confirmed support for the use of 1.5m wide cycle lanes.
Gilles	Nothing further to add to previous consultations.

13. Residents

Consultation leaflets were delivered to a total of 149 households, from which 6 responses were received. The residents are generally supportive, but with some reservations and specific concerns. The main issues raised by residents are summarised below along with Officer comments.

14. *Concerns about the loss of on-street parking*

- Where will all the vans and cars park if the proposals are implemented?
- Parked vehicles in the cycle lane may force cyclists back onto the footpath (the advisory status of the cycle lanes could lead to people parking in them).
- Some suggest that this could be addressed by providing dropped kerbs/vehicle crossings for residents.

Officer response: Parking surveys carried out at various times of the day show that there is only a low level of on-street parking along Crichton Avenue. This mainly takes place on the south side between Wiberforce Avenue and Crombie Avenue, and on the north side between Ashton Avenue and Crombie Avenue. At any one time a maximum of seven parked vehicles were observed during the surveys, with the highest levels generally being in the evenings. This suggests that the parking is mainly by local residents and their visitors. This parking also tends to be close to properties that do not have any off-street parking facilities.

Despite the low number of vehicles involved, any obstruction to the free passage of cyclists along the proposed cycle lanes would be undesirable. Therefore ways of addressing this problem have been considered. The most obvious solution would be to introduce “no waiting at any time” parking restrictions, which would force residents and visitors to park in adjacent side streets. This would cause them inconvenience, concern over the security of their vehicle, and could lead to additional parking problems elsewhere. Therefore there is likely to be strong local opposition to such a proposal, which would probably be viewed as disproportionate for the scale of the problem.

A better approach is thought to be looking at ways of maximising the potential for residents of Crichton Avenue and their visitors to park off-road. For example, the provision of vehicle crossings, hard-standing areas or possibly an extension to the shop lay-by may be beneficial for residents who do not currently have off-street parking. These could be provided at a relatively small cost within the context of the overall scheme, provided that there are no significant costs associated with moving underground services. Each potential case would need to be discussed with the resident concerned, and judged on its own merits in terms of likely costs and benefits to the overall scheme.

Officers consider that this approach could remove the majority of the on-street parking that currently takes place. Any residual parking should be at a very low level and is unlikely to cause significant problems for cyclists. Of course, the option of introducing parking restrictions would remain available if parking did prove to be a bigger problem than anticipated.

15. *Loss of the bus lay-by near Ashton Avenue (north side)*

- Concern that this will remove a place for the bus to stop, causing traffic delays.

Officer response: This bus stop lay-by experiences some short stay parking by people visiting the shops on the opposite side of the road. This means that buses often have to pull up outside the lay-by in the traffic lane, but this does not cause any significant problems. Indeed, it is now widely recognised that when buses do use lay-bys, that they can experience difficulties pulling back out again and experience unnecessary delays. For these reasons, the loss of this lay-by is not considered to present any significant problems for bus operations or traffic movements, and no concerns have been raised by any of the bus companies consulted.

16. *The cycle scheme is expensive*

- The money should be prioritised for spending on improving the road surface for residents instead.

Officer response: Highway Maintenance have identified Crichton Avenue as a priority for resurfacing in the near future. In view of the planned cycle scheme, it has been agreed in principle to seek to bring the resurfacing work forward into the current financial year. This would enable both schemes to be delivered simultaneously, thereby producing a better overall scheme, saving money, and avoiding abortive work in the future. A report on this matter will be taken to the Decision Session – Executive Member for Neighbourhoods on 17th November 2009.

17. *Recently planted trees*

- Concern that in the long term they will damage underground utilities.

Officer response: These trees are due to be removed and will be replaced with new trees, to be planted in more suitable locations to avoid any potential problems regarding underground services in the future.

18. *Time restricted cycle lanes*

- These have been suggested to allow off-peak parking for residents.

Officer response: Part-time cycle lanes are not thought to be a practical idea. Given the strategic importance of the Orbital Cycle Route, and local trip generators such as Nestle and York Hospital which open at night, it is considered essential that the cycle lanes are available for cyclists to use at all times.

19. *New Toucan crossing*

- Better visibility would be afforded if located on the brow of the bridge.
- Why is this facility needed for cyclists?
- Why not just provide a Zebra crossing instead?

- Concerns raised about increasing congestion at peak times as a result of introducing a crossing, given that traffic queuing for the Toucan could tail back through the Burton Stone Lane junction.

Officer response: Although the brow of the bridge would provide optimum visibility, there are problems in locating a crossing at this location. The erection of signal poles on the bridge would puncture the underground waterproof membranes that were installed as part of the bridge deck refurbishment about five years ago. This, in conjunction with the necessary railway closures during construction, would make the bridge deck location an expensive option. In its currently proposed position, we are able to achieve sufficient visibility in both directions to comply with current guidance.

Cyclists will benefit from this provision in a number of ways. Eastbound cyclists would have a safe means of crossing the road, and be able to continue their journey off-road, along the shared use path to access the Foss Islands Cycle Route. In addition, westbound cyclists wanting to turn right into either Intake Lane or Burton Stone Lane would be able to safely cross the road using the Toucan, and continue their journey off-road, along the shared use path.

A Toucan crossing is specifically designed for use by both pedestrians and cyclists and is appropriate where high numbers of cyclists are expected. At a zebra crossing, a cyclist is legally required to dismount and walk across to gain priority over vehicles. However, these rules are not well known, and can lead to confusion for drivers over who has right of way. In contrast, a Toucan crossing allows cyclists to ride across, and also provides a red and green cycle signal on the nearside push button unit to indicate when it is safe to cross. Another important safety advantage that a Toucan crossing would have over a Zebra at this location is that the associated traffic signals would be seen earlier by a driver coming over the bridge than a pedestrian or cyclist seeking to cross at a Zebra facility.

In addition, Officers propose to integrate the Toucan within the Wigginton Road traffic signals by providing an electrical linking cable, which would help to manage queuing traffic towards Wigginton Road. This could not be achieved if a Zebra crossing was introduced instead.

20. *Right turn access to Intake Avenue*

- How will cyclists move safely from the marked cycle lane (on south side of Crichton Avenue) into the middle of the road to make a right turn into Intake Avenue, when motorists won't expect cyclists to leave the cycle lane?

Officer response: It is accepted that this manoeuvre would be difficult if made on-road. However, cyclists wanting to access Intake Avenue will be able to do so by using the proposed Toucan crossing and the off-road facilities on the northern side of Crichton Avenue.

Other Interested Parties

21. *Cyclists' Touring Club (CTC)*

- feel that the proposals are discontinuous;
- cyclists belong on the carriageway, and that shared facilities should be a last resort;
- conflict between cycles and pedestrians (mostly on downhill sections);
- alongside cycling facilities, suggest that chicanes or 20mph limit is desirable;
- larger ASL at Wigginton Road junction and a dedicated right turn or signal aspect for cyclists accessing the Foss Islands route (which would eliminate the need for a Toucan crossing near the bridge);
- removal of centre lines along much of the route where carriageway width has enabled cycle lanes to be provided;
- Route 65 signing will be required at the Toucan crossing;
- as westbound motorists will gather speed as they descend from the railway bridge to the proposed Toucan – physical traffic calming measures (i.e. rumble strips as a minimum) may be useful in reducing traffic speed.

Officer response: The proposals have been developed with a view to providing a solution that suits the existing road layout, but also the patterns of current cycle demand. The existing carriageway width is not sufficient to provide advisory cycle lanes without widening, but widening the road would be of significant expense over the bridge, notwithstanding the potential for requiring underground service diversions. Hence, the proposed solution for Crichton Avenue comprises mainly on-road, but also off-road facilities. The proposed off-road facilities match the patterns of cyclists wanting to use the southern side of Crichton Avenue (currently illegal use of the footway) in order to access the Foss Islands Cycle Route, which will form a continuance of the Orbital Cycle Route. By removing the grassed verge areas, a sufficiently wide shared use facility can be introduced.

The measures are considered to be continuous, given that there is no break in provision. It must also be noted that Officers do not consider traffic calming (in the form of chicanes or otherwise) or a 20mph speed limit to be necessary or appropriate on Crichton Avenue at the present time. As mentioned previously in Para. 5, cyclist signals at the Wigginton Road junction would create problems. Removal of the centreline as suggested has been considered, but under the circumstances deemed inappropriate, given the volume of traffic (including public transport) using the route. Cycle route signing will be provided at the Toucan, but rumble strips are not considered appropriate, given the noise that passing vehicles would create in this residential area (despite the fact that they are not considered necessary because the proposed location achieves sufficient visibility in both directions to comply with current guidance).

22. *Police* – general concerns regarding the proposed Toucan crossing and the cycling interface with Burton Stone Lane.

Officer response: See above Paragraphs 19 and 20.

23. *York Access Group* – Apart from dropped kerbs and tactile paving, there appears to be no provision for those with special needs, including the users of mobility scooters (particularly in the proposed areas of shared use). Audible bleeps on controlled pedestrian crossings should be in operation at all times of

the day. 'Nearside' push buttons can be masked from view by others waiting to cross.

Officer response: The appropriate tactile paving surfaces will be used to indicate areas of shared use to blind and partially sighted pedestrians. Those riding mobility scooters are legally able to use shared use facilities (as long as they do not exceed 4mph). Audible bleeps should not be required at all times, given that rotating cones will be provided underneath the push button units, hence they will be operational between 8am and 8pm only. To avoid the masking of nearside push buttons, Officers propose to provide an additional red man/green man signal at a higher level to address the concern about the masking of the lower level signal.

24. *Cycling City Major Infrastructure Implementation Group* – It was felt that the proposal to introduce peripheral cycle lanes circulating the roundabout could be enhanced by the addition of a strip of hatch road markings positioned adjacent to the central island. This would have the effect of further narrowing the circulating traffic lane.

Officer response: The suggestion was welcomed, given that this was likely to have a traffic calming influence on circulating traffic. Officers considered that this would enhance the scheme in promoting lower circulating traffic speeds, and instil further caution on the part of a circulating motorist to look out for cyclists on the roundabout, particularly when making their exit manoeuvre.

25. *Utilities* – The most significant problem identified through discussions with the utility companies and by digging trial holes concerns a BT fibre optic cable. This would be affected by the proposed road widening on the north side of Crichton Avenue between the Kingsway roundabout and Ashton Avenue. BT estimate that it could cost £60k to alter this cable to accommodate the proposed cycle scheme.

Northern Electric Distribution Limited (NEDL) have identified several areas associated with carriageway widening that will require some sections of their equipment to be diverted and/or protected as part of the works. It is estimated that these will cost around £50k in total.

There remains a possibility of encountering unexpected apparatus during construction, and some contingency funding has been allocated to allow for this.

Officer response: Given the very high cost of locally altering BT's fibre optic cable, consideration has been given to modifying the scheme in this area. The most appropriate way to deal with this problem would be to leave the existing kerb line in position and create a short length of off-road shared use facility. More details of this proposed scheme amendment are given below (see paragraph 27). In contrast, the necessary work to divert and/or protect NEDL equipment is more widespread throughout the scheme, and cannot be avoided by small scale alterations to the proposed scheme layout. Therefore, this will be undertaken as part of the works.

26. *Network Rail* – are concerned that the existing parapet walls on the bridge over the railway track, at an existing height of 1.17 metres (which is the lowest point

at the central point), are lower than the standard height of 1.5 metres that they would generally like to see next to a footway or cycle track.

Officer response: Officers have carried out a risk assessment and concluded that the existing height of the parapet walls, coupled with their significant width (600mm), means that there is an extremely low risk of any cyclists or pedestrians falling over them and onto the railway line. Furthermore, Officers are not aware of any incident in the past where a pedestrian, or a cyclist riding on the footway, has fallen over these parapet walls. Therefore, Officers do not consider it necessary to increase their height as part of this scheme.

Proposed Scheme Amendments following Consultation

27. As a result of feedback received through the public consultation exercise, a small number of further scheme amendments are considered necessary. The latest scheme proposals are shown in **Annex C** (all the key changes appear on plan 2 of 2). The key amendments are summarised below:

- Due to problems with underground BT (fibre optic) equipment, the widening of the road between the Kingsway roundabout and Ashton Avenue would be costly, and therefore, an off-road shared facility is proposed. This would involve the construction of an off-road cycle ramp to take cyclist directly from the roundabout onto a shared-use path adjacent to the existing Pelican crossing. Cyclists would ride a short distance through this area and then down a ramp to rejoin carriageway level a few metres before the junction of Ashton Avenue. Here an advisory cycle lane with green surfacing would establish priority for cyclists past the side road. This is considered to be the most cost effective solution, mainly because this does not require extensive kerb line amendments, but also because the existing Pelican crossing configuration could remain unchanged.
- Where appropriate, Officers would seek to discuss the provision of vehicle crossings and hard-standings with residents, with a view to facilitating off-street parking and thereby reducing the likelihood of the cycle lanes being obstructed. This may also include an extension to the southern end of the lay-by near the shops, subject to further investigation and cost. The appropriate sections of properties likely to be affected is identified within **Annex C**. Individual vehicle crossings and hard-standings are likely to cost on average £1,750 each, and we anticipate that there may be as many as 16 properties requiring further investigation, but this will be largely dictated by the garden space available. It should be noted that as part of the proposed widening for the carriageway on the southern side of Crichton Avenue, existing vehicle crossings will need to be amended to suit the revised footway profile.
- A strip of hatch road markings positioned adjacent to the central island of the Kingsway roundabout. This would enhance the scheme in promoting lower circulatory speeds, and instil further caution on the part of circulating motorists to be aware of cyclists on the roundabout.

Options

28. The options for the Executive Member to consider are as follows:

Option 1 – Support the scheme consulted on (as shown in **Annex B**);

Option 2 – Support the amended scheme following consultation (which is shown in **Annex C**), along with any other changes Members consider necessary;

Option 3 – Reject the proposed scheme.

Analysis

29. The proposals have been amended in order to address the problems identified during the detailed design process, together with the issues raised from feedback through the consultation process. Justification for these amendments has been explained in the paragraphs above, and have been developed in order to ensure that the facilities provided will be attractive for users, fit well into the existing location and recognise the needs of local residents and businesses. In addition, the amended proposals seek to provide value for money, and reduce overall costs. It also is hoped that carriageway surfacing and street lighting maintenance works can be coordinated to produce a better overall scheme, avoid abortive costs, and reduce disruption to local residents in the long term.

30. Using the 'Evaluation Tool' recently developed to assess and prioritise cycle schemes, the proposed cycle facilities on Crichton Avenue can be compared to other schemes. Schemes are scored within a possible range of -30 to +38. More information on how these scores are calculated can be found in the report to this Decision Session entitled 'Cycling Infrastructure within York - Principles, Standards and Evaluation Tool'.

Scheme	Total points
Beckfield Lane - Ostman Road to Wetherby Road proposals	+12
Beckfield Lane - Boroughbridge Road to Ostman Road - completed section	+16
Crichton Avenue - proposals	+21
Clifton Green - completed scheme	+24
Moor Lane Bridge - completed scheme	+26

31. Option 1 would not adequately address the issues identified through the consultation feedback. There would also be a financial difficulty linked to progressing this scheme due to the requirement to relocate the BT fibre optic cable. Option 3 would not address the requirement to provide cycle facilities in this area in order to deliver this section of the Orbital Cycle Route.

32. Therefore, **Option 2** is recommended for implementation.

Corporate Priorities

33. The scheme would contribute to the following Corporate Priorities:

- Making York a Sustainable City, by increasing the use of public transport and other environmentally friendly modes of transport;
- Making York a Healthy City by improving the health and lifestyles of the people who live in York, in particular among groups whose levels of health are the poorest;
- Making York a Healthy City, given that the proposed scheme will encourage more cycling and walking, which will have a beneficial effect for peoples' health;
- Helping to make the City of York Council an effective organisation by combining a cycling infrastructure scheme with a carriageway resurfacing scheme to avoid abortive costs, staff time and minimise disruption to local residents and traffic.

Implications

Financial/Programme Implications

34. The likely cost of implementing the proposals for Crichton Avenue is estimated to be £575k, as shown in the table below:

Scheme Element	Estimated Cost (£000)
Highway Construction Costs	370.0
Traffic Signals Equipment	30.0
Street Lighting	16.0
CDM Regulation (Health & Safety) Costs	8.0
Known Utilities Works (NEDL)	50.0
Contingencies (to cover things like the provision of off-street parking facilities, and dealing with unexpected problems with underground services)	35.0
Professional Fees	66.0
Running Total	575.0

35. The Transport Capital Programme for 2009/10 has allocated a budget of £575k for these proposals. The scheme has a high priority given its strategic importance to the overall cycling network and is intended for implementation by the end of March 2010.
36. The construction of shared-use paths will require the movement of some of the existing street lamps. Therefore, it is proposed that new lighting columns are proposed for the full length of Crichton Avenue. An agreement in principle is in place for this to be on a part-funded basis between Highway Maintenance and the proposed scheme's budget, effectively requiring the scheme to pay for 16 of the requisite 23 columns.
37. The construction of up to 16 vehicle crossings and hard-standing areas may be required, at a cost of £1,750 each (meaning a potential total cost of £28,000). However, while this has been allowed for within the contingency element of the

scheme estimate, it is unlikely that all the properties would require these facilities to be provided.

38. The carriageway resurfacing operation is to be delivered as part of the proposed scheme, but would be financed from the Highway Maintenance Programme.

39. There are no Human Resources implications.

Equalities

40. There are no Equalities implications.

Legal

41. There are no Legal implications.

Crime and Disorder

42. There are no Crime and Disorder implications.

Information Technology (IT)

43. There are no Information Technology implications.

Property

44. There are no Property implications.

Risk Management

Risk Category	Impact	Likelihood	Score
Organisation/Reputation	Medium (3)	Possible (3)	3x3=9

45. In compliance with the Council's risk management strategy, the main risk that has been identified in this report is the potential damage to the Council's image and reputation if improvements for cycling along Crichton Avenue are not delivered, especially since this forms part of the strategically important Orbital Cycle Route. At this point the risk only needs to be monitored, as there do not appear to be any clear threats to the achievement of the objectives of this report.

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Chief Officer Responsible for the report

Damon Copperthwaite
Assistant Director of City Strategy

Report Approved

Yes

Date

30th September '09

Specialist Implications Officer(s)

There are no specialist officer implications.

Wards Affected: Clifton

All

For further information please contact the author of the report.

Background Papers:

“Crichton Avenue: Proposed Improvements for Cyclists” – a report to the meeting of the Executive Member for City Strategy and Advisory Panel on 16 March 2009.

Annexes:

Annex A: Plan showing “Proposals presented to EMAP on 16 March 2009”

Annex B: Plan showing “Proposed Improvement for Cyclists, submitted for Public Consultation on 7 August 2009”

Annex C: Plan showing “Proposed Improvements for Cyclists - Amended proposals following public consultation”