Harlow & Gilston Garden Town LCWIP

Walking Infrastructure Recommendations

PJA

Version	Date	Main Contributors	Approved by
Draft	10/01/21	AS, JY, BC	BC
Final	30/03/21	JY, MW + BC	BC
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Contents

Summary

This appendix provides a narrative of the LCWIP's four Core Walking Zones, and summarises the conditions encountered by the Walking Route Audit Tool (WRAT) of the Key Walking Routes within each zone. Audits were undertaken by officers from the core project team and PJA with support from volunteer members of the public who had previously been involved in a stakeholder workshop event.

Whilst the outputs are focused on the Core Walking Zones, many of the issues and opportunities identified will have resonance for the rest of Harlow and how to improve conditions for walking in the town.

Core Walking Zones (CWZs)

The LCWIP process identified four Core Walking Zones for consideration within the current LCWIP. The zone identification was based on clustering of destinations, and a multi-criteria analysis to determine those areas where there would be greatest impact of delivering improvements to the walking environment and increase walking mode share.

Having identified the walking zones, key walking routes into each zones were identified to be audited on site using the WRAT. Improving conditions for walking on these routes will in turn improve walkability of the wider environment surrounding the Core Walking Zones. The process is explained further in the main report.

The four selected LCWIP areas are:

- Templefields, including Old Harlow and The Stow
- Bush Fair
- Staple Tye
- Town centre environs (not including the Town Centre masterplan study area)

WRAT Scoring Themes

The walking audit tool considers a total of 20 assessment items which are grouped into five key criteria.

- Attractiveness considers the general ambience of the walking environment – its physical maintenance, user perception of crime, and the effect of traffic noise and pollution.
- Comfort looks at the condition and width of the pedestrian infrastructure, and disruptive factors such as staggered crossings, footway parking and gradient.
- Directness considers how well links and crossings cater for desire lines, including delays at crossings.
- Safety looks at the volume and speed of traffic, and how good the visibility is.
- Finally, coherence considers if dropped kerbs and tactile paving are provided along the route.

The findings from the site auditing were used to inform the recommended design measures for each walking route within the four Core Walking Zones. In addition to the recommended measures on the LCWIP walking routes, the next chapter includes general recommendations for improvement that could be considered for wider implementation across Harlow.

Recommendations

While the audits looked at specific routes, it should be noted that walking is a micro-mobility activity that doesn't necessarily coalesce to busy corridors in the same way that other transport modes do (although funnel routes do exist where there limited route options between specific nodes). Therefore, many of the recommendations in each zone would apply town-wide, and as such it is recommended that a pan-Harlow programme of footway improvement is implemented, following the recommendations of these specific audits. The LCWIP's design recommendations have been presented both by location and also design type. This approach will enable the delivery of measures in the future to respond to geographically-based issues and/or specific design issues.

Based on the findings from the site auditing, the below key issues were identified for walking in the four CWZs:

- Footway parking
- Legibility + Wayfinding
- Dropped kerb provision
- Junction radius reduction / side road priority
- Low traffic neighbourhoods

Specific recommendations for each Core Walking Zone are summarised in the subsequent sections.

Footway Parking

Footway parking was a particularly prevalent issue in more residential areas within the Core Walking Zones. Footway parking channels pedestrians into narrowed sections of footway which incurs delay and reduces pedestrian comfort levels. Footway parking also frequently caused damage to pavements which were not designed to accommodate the weight of parked/turning vehicles.

While the government is currently considering a ban or at least strengthening of local authorities' positions on footway parking enforcement, a formalised order to ban footway parking can still be introduced under current regulations. Restrictions on footway parking have recently been launched in Stevenage and Brighton and Hove (see below). The restrictions are reinforced with signage to make drivers aware that they are entering a prohibited zone.

Wayfinding

The auditing process revealed that Harlow has a very permeable and well connected pedestrian network within each of its neighbourhoods. Footways are provided alongside a majority of vehicle routes and there is also an extensive 'off-highway' pedestrian and cycle network which is mainly routed through housing estates and open spaces. However, the legibility of the 'off-highway' network is limited with many of the routes not signposted and no information provided to explain how the routes connect with the wider area. Consequently, these routes rely on local knowledge to understand the routing and purpose of the individual routes. The lack of wayfinding undermined the walkability of the walking zones, this was further exacerbated in some instances where lack of social safety and passive surveillance creates unwelcoming environments.

Recommendations

Developing a network of legibility for Harlow would help reinforce the compact nature of the local centres and also enhance inter-connectivity between the different neighbourhoods. Recognising that wayfinding has the potential of adding to street clutter, there is an opportunity for a wayfinding programme to be delivered as part of a wider de-cluttering exercise, where wayfinding can be bundled into other street furniture items, e.g. street name plates.

A branded or coloured system can be applied, with each neighbourhood being able to choose its own logo that has relevance to the local community. This process can be meshed with the town-wide route branding system for the cycle routes – i.e. destination signs would have coloured patches corresponding to the local neighbourhood branding. Special authorisation may be required for some signs, but is not necessary on Street Name Plates.

Examples of similar approaches from Waltham Forest and Bracknell have been provided below to illustrate the design of wayfinding materials. Waltham Forest has incoporated pedestrian wayfinding with destinations and walking distances into all new road name signs as part of their Mini-Holland programme. Similarly to Harlow, Bracknell Forest has an extensive network of off-road cycle routes which include grade-seperated junctions. They have developed a colour based signage schedule for their key cross-town routes to improve legibility and comfort for cycling the routes.

Bracknell Forest Council

Dropped kerbs + Tactile Information

It is noted that there are many areas where dropped kerbs and/or tactile information was either missing or inconsistently designed. The inconsistently designed examples were often related to dropped kerb/tactile information which was not aligned across crossing points/junctions. This was also the case on the off-road cycleway-footpaths, where there is a kerb between cycleway and footpath, but often no means of accessing between the two without an upstand.

The cumulative impact of this issue is to undermine the cohesiveness and continuity of walking routes as it was not always possible to rely on the provision of dropped kerbs/tactile information – this is a particular issue for user groups who depend upon these design cues in the environment. The issue was often exacerbated in residential areas where wide corner radii further increased crossing distances for pedestrians.

A general neighbourhood environment improvement programme for each residential area should methodically review and implement dropped kerbs/tactile information where required.

Many of the issues associated with missing dropped kerbs/tactile information were often compounded by wide junction radii which further disrupted walking routes. It is recommended that a joint response is developed to address both of these issues in future design development.

Junction radius reduction/ Side road priority

This opportunity is closely related to the previous point on dropped kerbs/tactile information and the two approaches should be considered in tandem to maximise the improvements for walking. Whilst predominantly a feature of the industrial areas, there are many residential junctions in Harlow where very generous turning radii are provided. These generally encourage and facilitate motor vehicle turning movements to be undertaken at higher speed than is desirable for pedestrian and cyclist safety and comfort. Wide radii also extend the crossing distance for pedestrians, increasing the length of time pedestrians are in conflict with vehicles.

With the potential change in the Highway Code to offer greater emphasis on pedestrian priority at side road crossings, it would be desirable for engineering changes to be adopted that are consistent with this. This would take the form of reducing the radius of busier junctions, and implementing side road continuous footway crossovers at quieter junctions. This is an increasingly common approach used to promote pedestrian desire lines across side-entry junctions and to reduce drivers' speeds on the approach to junctions.

Recommendations

Low Traffic Neighbourhoods (LTN)

Much of Harlow has been designed such that the main traffic flows are catered for on purpose-built distributor roads with a majority of residential areas developed around cul-de-sac arrangements. However, Harlow's residential road network still retains some vehicle permeability for through-access. Consequently, it is possible to use some local routes, for example Pyenest Road and Tumbler Road, to avoid the main road network which results in increased rat-running/through trips.

Attempts have clearly been made to mitigate the impacts of this by using traffic calming features such as give-take chicanes, but – as seen in the zebra crossings on Paringdon Road – these have unintended negative consequences. The auditors observed that drivers in such a situation do not give way to pedestrians at the pinch points as they instead focus on taking the gap in order to not have to give way to oncoming traffic, thus making pedestrian crossing difficult or unsafe. Other measures – such as traffic calming – lead to discomfort for some vehicle occupants, and potential difficulties for cyclists, motorcyclists and emergency services.

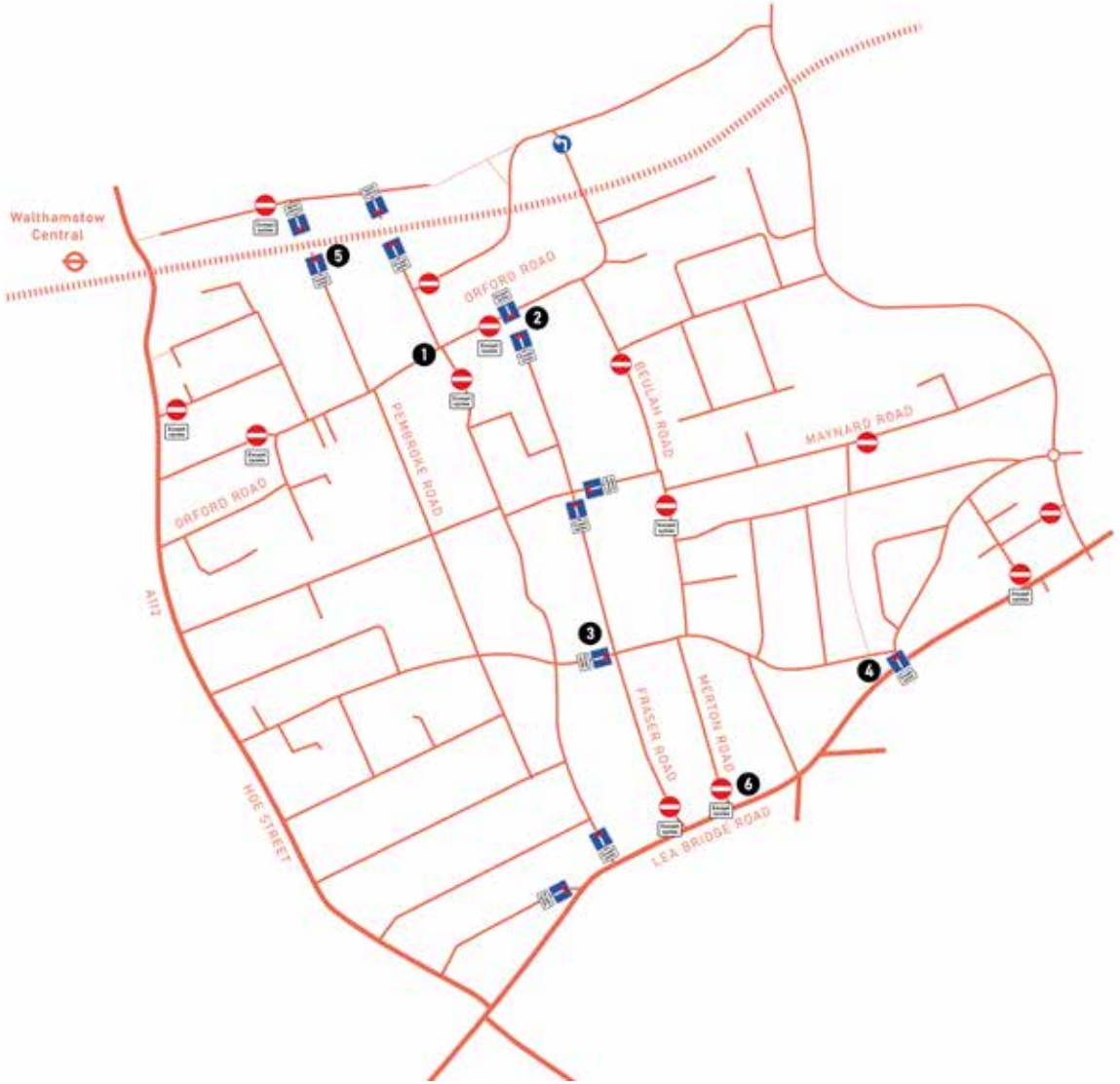
Low Traffic Neighbourhoods (LTN) aim to reduce the impact of through-vehicular traffic upon streets. Although coined as Low Traffic 'Neighbourhoods' which implies a residential focus, the approach can be applied to any area where through-traffic has an adverse effect on other users. The main output of LTNs is reduced through-traffic volumes, however the approach and its benefits are significantly wider ranging than traffic management.

This approach is promoted in the recent LTN 1/20 which encourages the creation of low-traffic environments to increase the attractiveness of walking and cycling:

> *'Encouraging through-traffic to use main roads can provide benefits for pedestrians and residents, particularly children and vulnerable adults, as well as enabling cycling. This can be achieved through implementing measures such as turning bans, one-way streets, and by modal filtering … These measures also have the benefit of making short journeys quicker on foot or cycle compared to driving, providing a disincentive to using a car for short trips'.*

LTNs are normally enforced through the use of 'modal filters' which are physical barriers to prevent vehicle access whilst maintaining access for pedestrians and cyclists, and can also allow through access for buses and emergency services if required. The examples overleaf of existing LTNs in Walthamstow, Newham and Stockwell illustrate how public realm improvements have been developed to activate modal filters to provide wider benefits to local communities.

The feasibility of installing Low Traffic Neighbourhoods in Harlow would be reasonably high as the historical layout of Harlow's residential streets means that it would require relatively few closures to remove through-traffic. Any design proposals for LTN would need to be developed through local engagement and also engagement with key stakeholders including the local bus services who often use these residential through-routes. As well as benefitting local residents and conditions for walking, the approach is also complementary for improving on-street conditions for cycling and the LCWIP proposed several LTNs to help enhance cycling routes.


Walthamstow Central
ORFORD ROAD
ORFORD ROAD
PEMBROKE ROAD
BEULAH ROAD
MAYNARD ROAD
A112
HOE STREET
FRASER ROAD
MERTON ROAD
LEA BRIDGE ROAD
1
2
3
4
5
6


EL54 ANA

Bush Fair Core Walking Zone

Area Characteristics

Bush Fair is one of Harlow's four original main local centres identified in the 1952 masterplan: the others being the Town Centre, The Stow and Staple Tye. It has a pedestrianised high street, with light industrial employment uses located immediately adjacent to the south-east of the retail and services core. It is served by bus stops on Tawneys Road and A1169 Southern Way.

Parking is provided to the west of the shopping area, while parking also informally takes place to the rear of the retail units and in the industrial area.

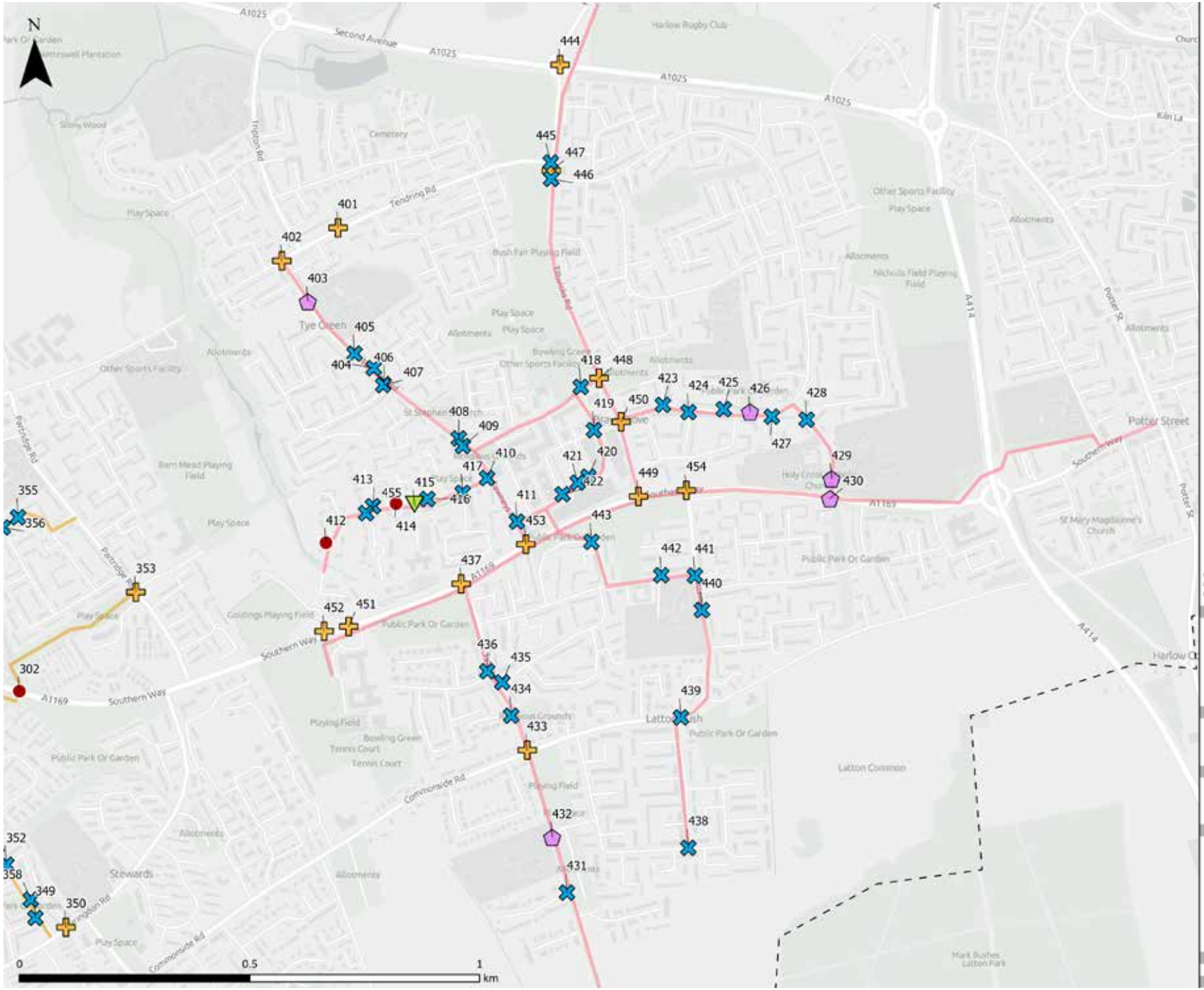
The Bush Fair CWZ is centred on its 1950s shopping precinct which forms the heart of the community. The occupancy rate of the local businesses is high, it contains a mixture of local enterprises and national chains which acts as a local centre. The area is only 1.5miles or around 30 minute walk to Harlow Town Centre and can be accessed by a frequent bus service. The shopping precinct is bounded by a number of roads around it which are home to several businesses and light industrial buildings. The roads act as a 'collar' separating nearby residential areas and in some locations acts as a barrier to pedestrians due to the fact that the roads are wide and there are few formally crossing points or islands.

The quality of the public realm is variable, with issues around maintenance which is reflective of the fact that as is often the case in New Towns which are now approximately 70 years old, the assets are degrading at the same time. The shopping precinct is traffic free, albeit there is a large central car park at its edge. A number of walking routes radiate from Bush Fair to residential areas and other destinations, which can be reached in approximately 10 minutes from the shopping precinct. However, there are some issues with severance, in particular the underpass crossing the A1169 which acts a barrier to pedestrians due to flooding or as it is night considered desirable to use at night.

There are opportunities to improve the walking environment in Bush Fair with at grade crossings, as well as public realm works to the shopping precinct and improving connection to the surrounding walking route network. There are some maintenance issues which need to be addressed with localised flooding causing footway degradation, and there some locations which require the foliage to be maintained at more regular intervals.

However, one of the main barriers to walking is the issue of pavement parking, which acts as a barrier to mobility by funnelling pedestrians into narrow spaces and can make the walking environment less than comfortable.

Pavement parking should be phased out over time to free up pavements for people who are walking. Bush Fair has walking designed in to its environment in that there are several walking routes which radiate from a hub area, as well as providing links to other local destinations such as the Harlow Business Centre and the Rugby Club. This walking network would benefit from an upgrade to the existing assets, and some new walking infrastructure such as new crossings, seating and green infrastructure. This would have the effect of updating the walking environment so that it is fit for purpose for the 21st Century to enable the development of a 15 minute neighbourhood whereby residents can access many local services and businesses on foot.



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CLIENT
Epping Forest District Council

PROJECT
Harlow LCWIP

TITLE
BUSH FAIR
CWZ DRAFT DESIGN MEASURES
(WITH FEATURE LABEL)

SCALE	DRAWN	REVIEWED	DATE
A3 @ 1:7,500	JY	BC	13/04/2021

FIGURE NUMBER
REVISION

Bush Fair Design Recommendations

Scheme ID	Location	Measure Type	Action	Cost Estimate (£)
401	Tendring Road	Junction	Introduce parallel crossing	£27,750
402	Tendring Road/Tawneys Road	Missing Dropped Kerb/Tactile Information	Missing Dropped Kerb/Tactile Information	£1,650
403	Outside William Martin CoE	De-Cluttering	Remove clutter + guardrailing from outside school	£750
404	The Fortunes	Missing Dropped Kerb/Tactile Information	Existing facilities not aligned	£1,650
405	The Fortunes	Missing Dropped Kerb/Tactile Information	Existing facilities not aligned	£1,650
406	The Fortunes	Missing Dropped Kerb/Tactile Information	Existing facilities not aligned	£1,650
407	The Fortunes	Missing Dropped Kerb/Tactile Information	Existing facilities not aligned	£1,650
408	The Fortunes	Missing Dropped Kerb/Tactile Information	Existing facilities not aligned	£1,650
409	Tawneys Road - Park access	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
410	Tawneys Road/ Tye Green Village	Missing Dropped Kerb/Tactile Information	Existing facilities not aligned	£1,650
411	The Fairway/ Tawneys Road	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
412	Tye Green Village	Maintenance	Overgrown vegetation significantly narrows footways	£1,500
413	Upper Hook	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
414	Tye Green Village	Maintenance	Overgrown vegetation significantly narrows footways	£750
415	Yorkes/Tye Green Village	Missing Footway	No footway at junction and no dropped kerb/tactiles	£1,080
416	Fountain Farm/Tye Green Village	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
417	Primrose Field	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
418	Tilegate Road Car Park	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
419	The Fairway	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
420	The Fairway	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650

Bush Fair Design Recommendations

Scheme ID	Location	Measure Type	Action	Cost Estimate (£)
421	The Fairway	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
422	The Fairway	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
423	Tumblers Road	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
424	Longfield	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
425	Strile Croft	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
426	Tumblers Road	De-Cluttering	Guardrail reduces footway width - remove	£750
427	Tumblers Road/Spencers Croft	Missing Dropped Kerb/Tactile Information	Existing facilities not aligned	£1,650
428	Spencers Croft	Missing Dropped Kerb/Tactile Information	Missing both on southern side	£1,650
429	Tracyes Road outside school	De-Cluttering	Existing guardrail reduces footway width and permeability - remove	£750
430	Tracyes Road/Southern Way Junction	De-Cluttering	Existing guardrail reduces footway width and permeability - remove	£750
431	Hilly Field	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
432	Riddings Lane	De-Cluttering	Guardrail reduces footway widths - consider removal	£750
433	Commonside Road	Junction	De-Clutter junction, raise table and provide crossing point into park	£35,400
434	Tysea Close	Missing Dropped Kerb/Tactile Information	Existing facilities not aligned	£1,650
435	Wharley Hook/Tysea Road	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
436	The Readings/Tysea Road	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
437	Southern Way/Tysea Road	Junction	Introduce zebra crossings at junction	£27,750
438	Rundells	Missing Dropped Kerb/Tactile Information	Missing both	£1,650
439	Trotters Road	Missing Dropped Kerb/Tactile Information	Install crossing	£1,650
440	Trotters Road	Missing Dropped Kerb/Tactile Information	Existing tactiles/DK are not aligned	£1,650

Bush Fair Design Recommendations

Scheme ID	Location	Measure Type	Action	Cost Estimate (£)
441	Trotters Road	Missing Dropped Kerb/Tactile Information	Existing tactiles missing/not aligned	£1,650
442	Pear Tree Mead	Missing Dropped Kerb/Tactile Information	Existing facilities not aligned	£1,650
443	Little Pynchons	Missing Dropped Kerb/Tactile Information	Missing Both to access park	£1,650
444	Second Avenue/Howard Way Junction	Junction	Introduce controlled crossing points	£240,000
445	Tillwicks Road/Tendring Road	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
446	Tillwicks Road/Tumbler Road	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
447	Tillwicks Road	Junction	Install controlled crossing of Tillwicks Roads	£27,750
448	Tilegate Road/Tillwicks Road	Junction	Introduce controlled crossing points on all arms + de-clutter	£240,000
449	Tillwicks Road/Southern Way Junction	Junction	Introduce at-grade crossing facilities on all arms of roundabout	£240,000
450	Tillwicks Road/Tumblers Road	Junction	Install new parallel crossing facilities on Tillwicks Road	£27,750
451	Southern Way	Junction	Introduce new crossing between Tye Green Village + Latton Bush Centre	£27,750
452	Southern Way/Tye Green Village	Junction	Introduce crossover treatment to improve cycle route continuity	£17,500
453	Southern Way/ Tawneys Road	Junction	Convert existing roundabout to priority junction with controlled crossing of Southern	£37,500
454	Southern Way/Trotters Road	Junction	Introduce controlled crossing facilities on all arms	£112,500
455	Tye Green Village	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
Bush Fair Estimated Total (£)				**£1,126,480**

Staple Tye Core Walking Zone

Area Characteristics

Staple Tye is one of Harlow's four original main local centres; the others being the Town Centre, The Stow and Bush Fair.

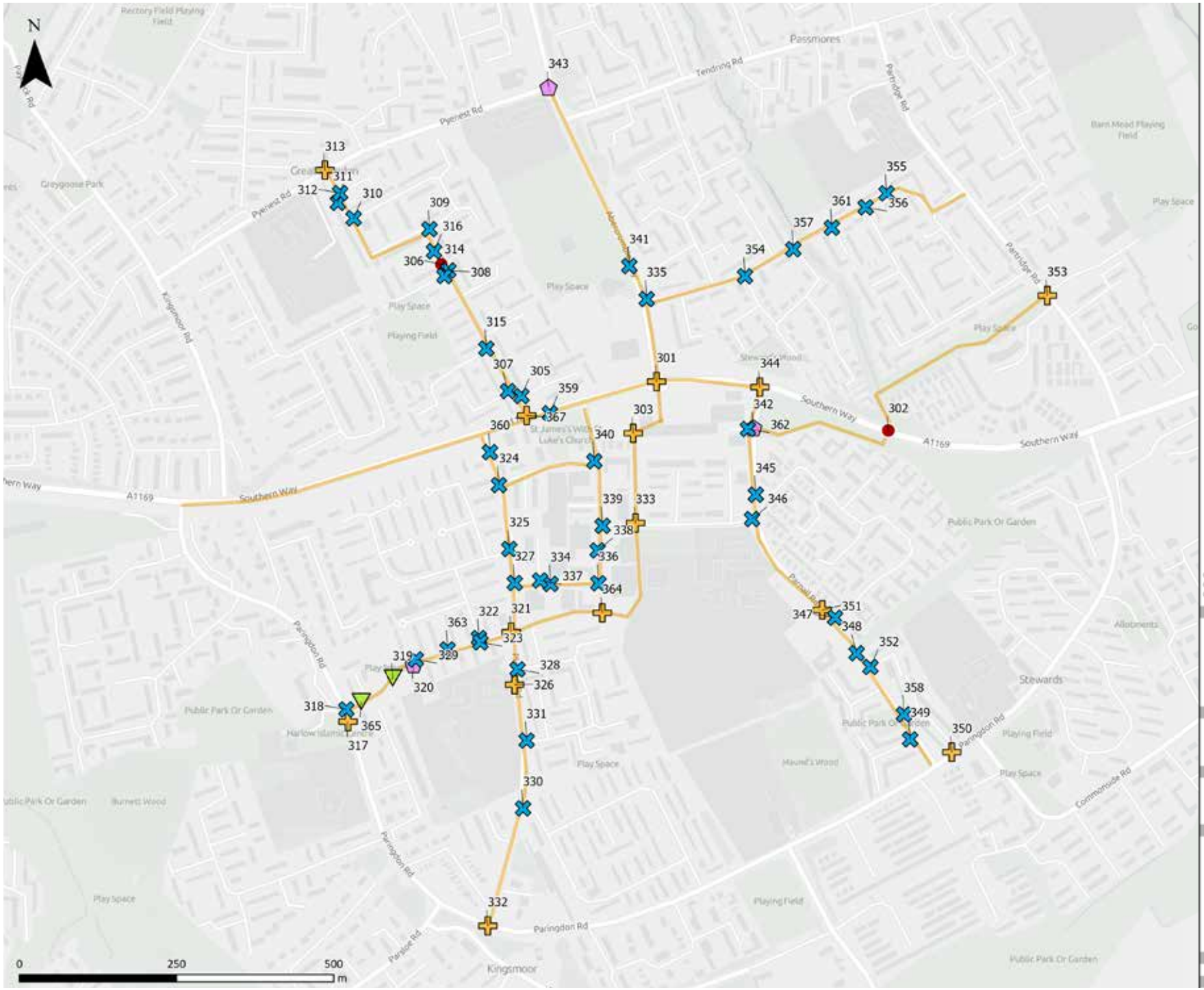
The Staple Tye CWZ is focused around the local shopping centre and the adjoining residential streets. The shopping centre itself is dominated by the impact of the adjoining road network which isolates the centre from its surroundings and undermines walking and cycling permeability. The main links between the residential areas and the shopping centre are all through grade-separated underpasses with no at-grade crossing facilities on Southern Way. These underpass links feel convoluted, poorly maintained and lack passive surveillance.

Its retail and services core is much more modern that Bush Fair or The Stow, being set up more as a retail park than somewhere that looks like a traditional high street. Unlike The Stow and Bush Fair – where parking is located to the periphery – a large car park is provided directly outside the shops and units in the shopping centre. A pedestrian route is provided across the car park, but it doesn't marry up to a crossing point on Southern Way.

Beyond the shopping centre, a majority of the area comprises of either quiet residential streets or off-road shared use walking and cycling paths. A majority of residential streets and paths were comfortable to use, however there were localised issues of vehicles parked on footways and lack of drop kerb facilities. The off-road paths are comfortable to use but rely on local knowledge and understanding of how these routes connect with the wider network as no wayfinding/legibility features are provided. The disconnect between the centre and residential areas caused by the road network is the main barrier to creating a cohesive and legible walking zone.

Pedestrian routes to the subway under Southern Way and the Zebra Crossing on Parnall Road are narrow and hard to find.

While served by buses, bus stops are not convenient located – being some distance to the west on Southern Way, or round the corner in Parnall Way. This accentuates the perception that Staple Tye is a place that is convenient and optimised for car access.



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CLIENT
Epping Forest District Council

PROJECT
Harlow LCWIP

TITLE
STAPLE TYE
CWZ DRAFT DESIGN MEASURES
(WITH FEATURE LABEL)

SCALE	DRAWN	REVIEWED	DATE
A3 @ 1:5,500	JY	BC	13/04/2021

FIGURE NUMBER
REVISION

Staple Tye Design Recommendations

Scheme ID	Location	Measure Type	Action	Cost Estimate (£)
301	Southern Way	Junction	Introduce at-grade toucan crossings	£64,000
302	Southern Way Underpass	Maintenance	Improve lighting and address maintenance issues on underpass	£11,240
303	Shopping Centre	Junction	Upgrade existing ped/cycle junction to provide more attractive and clearer link to	£15,000
304	Howard Way	Missing Dropped Kerb/Tactile Information	Missing Tactiles	£1,650
305	Shawbridge	Missing Dropped Kerb/Tactile Information	Missing Tactile	£1,650
306	Shawbridge - western footway by letter	Maintenance	Cracked paving caused by vehicle parking	£1,500
307	Shawbridge	Missing Dropped Kerb/Tactile Information	Missing Tactile	£1,650
308	Shawbridge	Missing Dropped Kerb/Tactile Information	Missing Both on northern side	£1,650
309	Holly Field	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
310	Holly Field	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
311	Holly Field	Missing Dropped Kerb/Tactile Information	Missing both	£1,650
312	Holly Field	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
313	Pyenest Road	Junction	Install controlled crossing on Pyenest Road	£27,750
314	Shawbridge	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
315	Shawbridge/Southern Lodge	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
316	Shawbridge	Missing Dropped Kerb/Tactile Information	Missing both	£1,650
317	Paringdon Road	Junction	Install controlled ped/cycle crossing to improve east-west access	£27,750
318	Wissants/Paringdon Road	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
319	Wissants Playground	Missing Footway	No DDA compliant route available through park and missing section of path	£540
320	Brockles Mead Alleyway	De-Cluttering	Existing guardrail creates impassable chicance - remove guardrail	£750

Staple Tye Design Recommendations

Scheme ID	Location	Measure Type	Action	Cost Estimate (£)
321	Ployters Road	Junction	Install new parallel crossing facility across Ployters Road at Brockles Mead Jct	£27,750
322	Brockles Mead	Missing Dropped Kerb/Tactile Information	Missing both	£1,650
323	Brockles Mead	Missing Dropped Kerb/Tactile Information	Missing tactile	£1,650
324	Pegrams Road Jct.	Missing Dropped Kerb/Tactile Information	Missing both	£1,650
325	Brockles Mead/Ployters Road Jct.	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
326	Ployters Road	Junction	Upgrade existing traffic calming to include dedicated crossing + access to school	£27,750
327	Perry Road	Missing Dropped Kerb/Tactile Information	Existing facilities not aligned	£1,650
328	Joyners Field	Missing Dropped Kerb/Tactile Information	Existing facilities not aligned	£1,650
329	Brockles Mead	Missing Dropped Kerb/Tactile Information	Missing tactile on all dropped kerbs at junction	£1,650
330	Moorfields	Missing Dropped Kerb/Tactile Information	Missing tactile	£1,650
331	Joyners Field	Missing Dropped Kerb/Tactile Information	Existing facilities not aligned	£1,650
332	Ployters Roads/Paringdon Road Jct.	Junction	Install controlled crossing facilities at roundabout junction with Paringdon Road	£240,000
332	Mowbray Road	De-Cluttering	Remove existing, crumpled guardrailing	£750
333	Pinceybrook Road	Junction	Introduce controlled pedestrian/cycle crossing to connect adjoining paths	£27,750
334	Perry Road	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
335	Penlow Road	Missing Dropped Kerb/Tactile Information	Missing Tactile/Dropped Kerb needs widening	£1,650
336	Perry Road	Missing Dropped Kerb/Tactile Information	Missing both	£1,650
337	Perry Road	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
338	Perry Road	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
339	Pinceybrook Road	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
340	Pegrams Road	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650

Staple Tye Design Recommendations

Scheme ID	Location	Measure Type	Action	Cost Estimate (£)
341	Abercrombie Way/Car Park Access	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
342	Parnall Road	De-Cluttering	Remove existing pedestrian guardrailing around existing crossing	£750
343	Pyenest Road/Abercrombie Way Junction	De-Cluttering	Guardrail surrounding junction should be removed	£750
344	Southern Way/Parnall Road	Junction	Install controlled pedestrian/cycle crossings at roundabout	£240,000
345	Parnall Road/Long Banks	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
346	Pinceybrook Road	Missing Dropped Kerb/Tactile Information	Missing Tactile	£1,650
347	Parnall Road/Long Banks	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
348	Parnall Road	Missing Dropped Kerb/Tactile Information	Missing both and needs de-cluttering	£1,650
349	Peters Wood	Missing Dropped Kerb/Tactile Information	Current facilities not aligned	£1,650
350	Paringdon Road	Junction	Remove alternate working arrangement in advance of existing zebra crossing	£27,750
351	Parnall Road	Junction	Replace existing alternate working w/crossing facility	£27,750
352	Peterswood	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
353	Partridge Road	Junction	Introduce new crossing to connect adjoining paths	£27,750
354	Penlow Road/Finchmoor	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
355	Penlow Road	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
356	Penlow Road	Missing Dropped Kerb/Tactile Information	Existing facilities not aligned	£1,650
357	Penlow Road	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
358	Peterswood	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
359	Southern Way/ Petrol Station	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
360	Ployters Road/Garage Exit	Missing Dropped Kerb/Tactile Information	Existing facilities not aligned	£1,650

Staple Tye Design Recommendations

Scheme ID	Location	Measure Type	Action	Cost Estimate (£)
361	Penlow Road	Missing Dropped Kerb/Tactile Information	Existing facilities not aligned	£1,650
362	Parnall Road/Loading Access	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
363	Brockles Mead	Missing Dropped Kerb/Tactile Information	Missing tactile on all dropped kerbs at junction	£1,650
364	Perry Road/Footpath	Junction	Improve legibility of ped crossing between path and Perry Road	£10,500
365	Wissants	Missing Footway	Need to introduce new footway between Paringdon Road and park	£1,080
366	Mowbray Road	De-Cluttering	Remove existing, crumpled guardrailing	£750
367	Southern Way/Shawbridge	Junction	Introduce at-grade parallel walking/cycling crossing	£27,750
Staple Tye Estimated Total (£)				**£911,610**


RA65 WWW


KV08 FTK


End
40

Templefields Core Walking Zone

Area Characteristics

The Templefields CWZ is dominated by a number of large industrial estates, retail areas, and business parks. It comprises the earliest employment development of Harlow New Town, and is bounded by the Stort Valley to the North and the residential areas of the Stow, Nettleswell, Mark Hall and Old Harlow to the South and East. It is a complex landscape with a multiplicity of landowners and decaying built infrastructure, but also strong occupancy rates and employment provision.

Edinburgh Way dominates as the east-west vehicular connection, with Harlow Town station at one end and Harlow Mill station at the other, while the Nettleswell path provides a parallel off-road path for walking and cycling. However, both stations are underwhelming as gateways to the town, and lack the appropriate access and egress for good onwards connections into Templefields. This whole area would benefit hugely from wayfinding and public realm improvements, particularly in an effort to soften and enliven the industrial feel of much of the CWZ.

Templefields' warehouse and non-residential building typologies means there are long stretches of limited surveillance both on key vehicular routes and off-road routes. Safety is a concern due to compromised sight lines, lack of active frontages or night-time economy, and inconsistent lighting. Safety in terms of interaction with HGVs is also concerning, with the whole road network prioritising large vehicles and uncompromised vehicular movement, particularly notable in the lack of signalised or direct pedestrian crossings and generous junction splays and corner radii. The condition of the walking and cycling network is a potential quick win across the CWZ, although greater thought needs to be given to pedestrian prioritisation in order to address the intimidating environment posed by the speed and volume of traffic that dominates Templefields.

The scale of the CWZ is striking, and due to its vehicular dominance, distances feel daunting and unwalkable, and are potentially more suited to bus services supplemented with fine-grained links into the surrounding key trip attractors. However, despite the large number of people employed in Templefields, there are presently no regular bus services along Edinburgh Way (the spine road through Templefields). The nearest bus stops are those at Harlow Mill and Harlow Town railway stations, and along First Avenue. Walking will play an important role in delivering the future modal shift targets in Harlow.

The walking zone captures Old Harlow and The Stow because of a certain degree of symbiosis: Old Harlow and The Stow represent significant gateways for walking routes to Templefields, and local residential areas are to some extent served by all three for different retail, service and employment offers.

The Stow

The Stow is one of Harlow's four original local centres – the others being Bush Fair, Staple Tye and the Town Centre. However, it is the smallest of the four. It has a small pedestrianised high street with a new Aldi supermarket located adjacent to the centre.

A small car park for blue badge holders is provided at the north-eastern end of the pedestrianised precinct at the Stow, and parking takes place informally to the rear of the shops. Aldi has its own parking.

Bus stops serving the Stow are situated on First Avenue, and less conveniently on Howard Way.

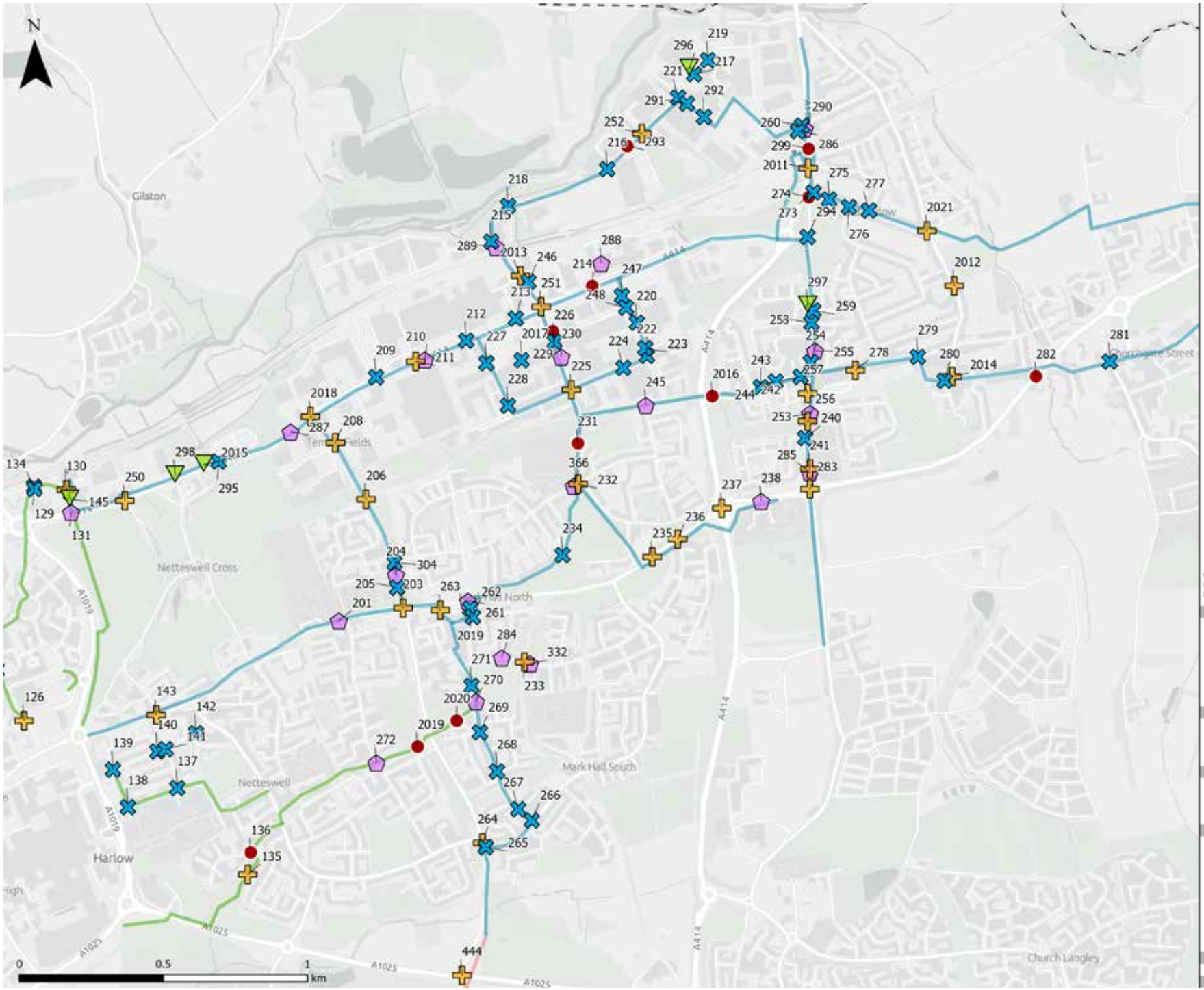
Old Harlow

Old Harlow is the original village of Harlow on the London to Newmarket stagecoach route, where it met the old Hertford to Chelmsford coaching route. It retains a distinct character, and the construction of the New Town saw the creation of a by-pass route for through traffic on the then A11 (before the construction later of the M11) – what is now the A414.

Old Harlow is also by-passed to the south by Gilden Way, which will soon be connected to the M11 at the new Junciton 7a.However, Old Harlow is still permeable to through traffic: the construction of the new M11 junction and the Second Stort Crossing raises the possibility that some drivers might use Station Road instead of the A414 to reach Gilden Way from the north (and vice versa). The majority of retail units in Old Harlow are located on the pedestrianised Fore Street.

Buses stop on Station Road in Old Harlow, as well as Wayre Street / High Street.

Formal car parking in Old Harlow is provided off Wayre Street and off Garden Terrace Road, and informally parking occurs to the rear of shops and in local streets.



Harlow Study Area

Key Walking Routes (Town Centre)

Key Walking Routes (Bush Fair)

Key Walking Routes (Temple Fields)

WRAT Design Actions

Type

- De-Cluttering
- Junction Treatment
- Maintenance
- Missing Dropped Kerb/ Tactile Information
- Missing Footway

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CLIENT

Epping Forest District Council

PROJECT

Harlow LCWIP

TITLE

TEMPLE FIELDS CWZ DRAFT DESIGN MEASURES (WITH FEATURE LABEL)

SCALE	DRAWN	REVIEWED	DATE
A3 @ 1:12,000	JY	BC	13/04/2021

FIGURE NUMBER | REVISION

Templefields Design Recommendations

Scheme ID	Location	Measure Type	Action	Cost Estimate (£)
201	First Avenue	De-Cluttering	Remove guardrailing	£750
203	First Avenue/Howard Way	Junction	Introduce controlled crossing facilities at junction	£27,750
204	Howard Way	De-Cluttering	Existing guardrail creates impassable chicance - remove guardrail	£750
205	Howard Way outside church	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
206	Howard Way	Junction	Introduce new parallel crossing to connect adjoining cycle path	£27,750
208	Howard Way	Junction	Introduce crossings on all arms of roundabout	£240,000
209	Edinburgh Way/Queens Gate Exit	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
210	Edinburgh Way	De-Cluttering	Remove guardrailing	£750
211	Edinburgh Way	Junction	Introduce pedestrian crossing on Edinburgh Way at existing junction	£27,750
212	Edinburgh Way/ OI Harlow Plant	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
213	Edinburgh Way/ BP Garage	Missing Dropped Kerb/Tactile Information	Missing Both + Decluttering required too	£1,650
214	Edinburgh Way	Maintenance	Cracked paving/kerbs need replacing	£750
215	River Way	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
215	Edinburgh Way	Missing Footway	Introduce path to connect Edinburgh Way with park path	£1,080
216	East Road	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
217	River Way	Missing Dropped Kerb/Tactile Information	No facilities at roundabout junction	£1,650
218	East Road/ The Range	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
219	River Way	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
220	East Road/Tesco	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650

Templefields Design Recommendations

Scheme ID	Location	Measure Type	Action	Cost Estimate (£)
221	River Way	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
222	South Road	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
223	South Road	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
224	South Road	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
225	Central Road/South Road	Junction	Introduce raised table to connect cycle track and raise awareness of junction	£35,400
226	Central Road	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
227	West Road	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
228	West Road	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
229	Central Road	Maintenance	Cracked paving	£750
230	Central Road	De-Cluttering	Remove bollards which obstruct footway	£750
231	Playing Fields Path	Maintenance	Potholes in existing path to be fixed	£750
232	Mowbray Road	Junction	Upgrade existing zebra to parallel crossing with cycle facilities	£27,750
233	Mardyke Road	Junction	Upgrade existing zebra to parallel crossing with cycle facilities	£27,750
234	The Chantry	Missing Dropped Kerb/Tactile Information	Existing facilities not aligned	£1,650
235	First Avenue	Junction	Consider relocation of existing crossing closer to Muskham Road and desire line	£27,750
236	First Avenue	Junction	Introduce ramped access parallel to existing stepped access	£2,500
237	First Avenue	Junction	Introduce at-grade crossing facilities on all arms of junction	£240,000
238	First Avenue	De-Cluttering	Remove existing guardrail	£750
240	Market Street	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650

Templefields Design Recommendations

Scheme ID	Location	Measure Type	Action	Cost Estimate (£)
241	Station Road	Junction	Improve connection between Market Street and High Street	£10,500
242	Market Street	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
243	Market Street/Park Hill	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
244	Market Street	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
245	Mark Hall Moors	De-Cluttering	Modify existing gated access to improve ped/cycle access onto path	£1,500
246	River Way	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
247	River Way	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
248	River Way	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
249	River Way	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
250	Edinburgh Way	Junction	Introduce controlled crossings at junction	£1,650
251	Howard Way	Junction	Introduce crossings on all arms of roundabout	£240,000
252	River Way	Junction	Improve pedestrian access into Roman Temple Site	£10,500
253	Station Road	De-Cluttering	Remove guardrail	£750
254	Station Road	Missing Dropped Kerb/Tactile Information	East Park	£1,650
255	Chippingfield	De-Cluttering	Remove guardrail	£750
256	London Road	Junction	Re-locate existing zebra crossing onto desire line	£27,750
257	London Road/Wayre Street	Junction	Install crossings at roundabout	£240,000
258	Station Road/Jocelyns	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
259	Swallows	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
260	Sarbir Industrial Park	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650

Templefields Design Recommendations

Scheme ID	Location	Measure Type	Action	Cost Estimate (£)
261	First Avenue/The Stow	De-Cluttering	Remove existing guardrailing	£750
262	Orchard Croft	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
263	Path between First Avenue/The Stow	Junction	Provide ramped access next to existing steps	£2,000
264	Howard Way	Junction	Upgrade island to provide controlled crossing	£1,650
265	Momples Road	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
266	Minchen Road	Missing Dropped Kerb/Tactile Information	Missing tactiles	£1,650
267	Harefield/Minchen Road	Missing Dropped Kerb/Tactile Information	Existing facilities not aligned	£1,650
268	Blackbush Spring	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
269	Vicarage Wood	Missing Dropped Kerb/Tactile Information	Existing facilities not aligned	£1,650
270	Minchen Road	De-Cluttering	Remove existing guardrailing on western footway	£750
271	Sewell Harris Close	Missing Dropped Kerb/Tactile Information	Existing facilities not aligned	£1,650
272	Monkswick Road	De-Cluttering	Upgrade existing gated access to improve ped/cycle access	£750
273	Priory Avenue	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
274	Priory Avenue	Maintenance	Cracked paving caused by parking on footway	£750
275	Roman Vale	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
276	Manor Road	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
277	The Hoo	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
278	High Street/ Wayre Street	Junction	Introduce crossing to improve ped access to High Street supported with raised table	£37,500
279	High Street/ New Road	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
280	Mulberry Green/Elderfield/ Old Road	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650

Templefields Design Recommendations

Scheme ID	Location	Measure Type	Action	Cost Estimate (£)
281	Churchgate Street	Missing Dropped Kerb/Tactile Information	Missing both	£1,650
282	Gilden Way/Mulberry Green	Maintenance	Address maintenance issues on existing crossing point	£750
283	Gilden Way/London Road Roundabout	Junction	Introduce controlled at-grade crossings on all arms of junction	£240,000
284	Mardyke Road	De-Cluttering	Remove guardrail	£750
285	London Road	De-Cluttering	Remove guardrail	£750
286	Sarbir Industrial Park	Missing Dropped Kerb/Tactile Information	Missing DKs	£1,650
287	Edinburgh Way	De-Cluttering	Bus Stop	£750
288	Edinburgh Way	De-Cluttering	Remove guardrail	£385
289	River Way	De-Cluttering	Remove bollards on footway and address maintenance issues	£750
290	Cambridge Road	De-Cluttering	Remove guardrailing	£750
291	Temple Bank	Missing Dropped Kerb/Tactile Information	DKs missing	£1,650
292	Temple Bank	Missing Dropped Kerb/Tactile Information	DKs missing	£1,650
293	River Way	Maintenance	Footway parking causing footway issues	£1,500
294	Priory Avenue	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
295	Edinburgh Way	Missing Dropped Kerb/Tactile Information	Missing DKs	£1,650
296	River Way	Missing Footway	Widen existing footways	£1,080
297	Jocelyns	Missing Footway	Connect path to Station Road	£810
298	Edinburgh Way	Missing Footway	Install new path to connect to existing path	£1,080
299	Path under Cambridge Road bridge	Maintenance	Improve lighting + wayfinding of path	£750

Templefields Design Recommendations

Scheme ID	Location	Measure Type	Action	Cost Estimate (£)
2011	Cambridge Road	Junction	Introduce tocan crossing of Cambridge Road + upgrade footway approaches to junction	£37,500
2012	Old Road	Junction	Introduce refuge crossing point across Old Road to park	£10,950
2013	Edinburgh Place	Junction	Narrow carriageway and formalise crossing point	£10,950
2014	Mulberry Green/Old Road Junction	Junction	Public realm opportunity to improve Mulberry Green to inc. new crossing points	£100,000
2016	Park Hill Road	Maintenance	Narrow and poorly maintained footway - consider widening	£1,080
2017	Central Road/South Road	Missing Dropped Kerb/Tactile Information	Missing DKs + Tactile on ALL junctions in Central/South Road Trading Estate	£1,650
2018	Howard Way	Junction	Introduce crossings on all arms of roundabout	£240,000
2019	The Stow	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
2019	Off-Road path between Monkswick Road-Howard Way	Maintenance	Surfacing in poor condition and overgrown vegetation	£750
2020	Off-Road path between Monkswick Road-Howard Way	Maintenance	Surfacing in poor condition and overgrown vegetation	£750
2021	Priory Avenue/Old Road	Junction	Introduce controlled crossing points and replace existing roundabout with priority junction	£37,500
Templefields Estimated Total (£)				**£2,042,765**


PN60 HNC


Car parks
Terminus Street
Post Office Road
Town centre shoppers


30


THIRD AVENUE

Town Centre Core Walking Zone

Area Characteristics

The Town Centre Core Walking Zone is focussed on key routes into the town centre from the surrounding neighbourhoods. The areas surrounding the town centre comprise mainly of residential streets and local services.

It was agreed with the LCWIP working group that the ongoing Town Centre Masterplan was already focused on improving the public realm and streetscapes in the town centre, and therefore the LCWIP should concentrate instead on the routes from surrounding areas. A key consideration in the Masterplan process has been how to improve the streetscapes on the main roads which encircle the town centre, namely: Haydens Road, Fourth Avenue, Velizy Avenue and Third Avenue. The grade-seperated layout of the surrounding rod network form both a major physical and visual severance feature. All links to the town centre from the surrounding neighbourhoods are via grade-seperated subways which are routed under the road network. Whilst these routes are well integrated into local walking and cycling network, the design and layout of these links is hostile and unattractive, particualrly at nighttime. Focussing the Core Walking Zone on links into the town centre therefore provides an opportunity for the combined Town Centre Masterplan and LCWIP to significantly improve the local network.

Each of the selected LCWIP walking routes are within a 20 minute walking catchment area of the town centre. Routes were identified on the basis that they could provide connections between local destinations and the town centre. For example, Harberts Road includes provides access to local bus routes, Northbrooks Sports Ground, The Meadows Children's Centre, and Princess Alexandra Hospital. The images on the opposite page illustrate how the design and layout of the walking routes was typical of many residential streets in Harlow with the main issues related to footway clutter, footway parking and inconsistent treatments at side-entry junctions. The LCWIP's design recommendations focussed predominantly on the links to the town centre on the assumption that the Masterplan will be redesigning the layouts of the grade-seperated junctions on the main road network.

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CLIENT
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PROJECT
Harlow LCWIP

TITLE
TOWN CENTRE CWZ DRAFT DESIGN MEASURES (WITH FEATURE LABEL)

SCALE	DRAWN	REVIEWED	DATE
A3 @ 1:8,000	JY	BC	13/04/2021

FIGURE NUMBER
REVISION

Town Centre Design Recommendations

Scheme ID	Location	Measure Type	Action	Cost Estimate (£)
101	Third Avenue/Abercrombie Way	Junction	Upgrade existing junction to provide controlled crossings on all arms	£240,000
102	Harberts Road/Third Avenue	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
103	Harberts Road/Miles Close	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
104	Harberts Road/Toddbrook	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
105	Harberts Road/Northbrooks	Missing Dropped Kerb/Tactile Information	Existing facilities not aligned	£1,650
106	Harberts Road	Junction	New crossing + improved access into open space	£10,950
107	Harberts Road	Junction	Simplify existing alternate working and provide crossing point	£27,750
108	Harberts Road	Missing Dropped Kerb/Tactile Information	Missing both	£1,650
109	Harberts Road o/s School	Junction	Simplify existing alternate working and provide crossing point	£27,750
110	Helions Road	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
111	Sharpcroft	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
112	Harberts Road o/s school	De-Cluttering	Remove existing guardrailings	£750
113	Fourth Avenue	Junction	Introduce toucan crossing	£27,750
114	Fourth Avenue	De-Cluttering	Remove existing guardrailing	£750
115	Hodlings Road	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
116	Helions Road	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
117	Fourth Avenue	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
118	Fourth Avenue	De-Cluttering	Remove guardrailing	£750
119	Hamstel Road/Hospital Entrance	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
120	Fourth Avenue	De-Cluttering	Remove existing guardrailing	£750

Town Centre Design Recommendations

Scheme ID	Location	Measure Type	Action	Cost Estimate (£)
121	Fourth Avenue	Junction	Install new toucan crossing of Fourth Avenue	£64,000
122	Holdings Road	De-Cluttering	Remove guardrailing	£750
123	Holdings Road	Junction	Install new raised table crossing for school	£10,950
124	Holdings Road	Junction	Install pedestrian crossing to connect up LCWIP routes	£27,750
125	Holdings Road	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
126	Hodlings Road	Junction	Introduce parallel pedestrian/cycle crossing to connect existing routes	£27,750
129	Station Car Park	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
130	Station Forecourt	Junction	Introduce clearer, controlled crossing point to station. Could be considered as a wider public realm enhancement of station forecourt	£27,750
131	Edinburgh Way	De-Cluttering	Remove pedestrian guardrailing	£750
133	Town Park	Maintenance	Install lighting across Town Park on paths (exact number of columns to be confirmed)	£56,200
134	Field House Car Park	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
135	Greenhills/ Park Entrance	Junction	Provide more attractive and comfortable access into park inc. new lighting columns and maintenance of verge	£20,000
136	Greenhills path	Maintenance	Improve maintenance of path and entrance onto Greenhills	£1,500
137	The Hides	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
138	The Hides	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
139	The Hides	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
140	The Dashes	Missing Dropped Kerb/Tactile Information	Missing Tactile	£1,650

Town Centre Design Recommendations

Scheme ID	Location	Measure Type	Action	Cost Estimate (£)
141	The Dashes	Missing Dropped Kerb/Tactile Information	Existing facilities not aligned	£1,650
142	The Dashes	Missing Dropped Kerb/Tactile Information	Missing Both	£1,650
143	Park Lane/ First Avenue Junction	Junction	Improve headway treatment on Park Lane approach for cyclists	£17,500
144	River Way	De-Cluttering	Existing concrete bollards obstruct footway - consider removal	£770
Town Centre Estimated Total (£)				**£626,600**

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