



Active Travel Fund Summary of Proposals for Basildon (Wickford), Braintree, Brentwood, Chelmsford & Colchester

May 2021

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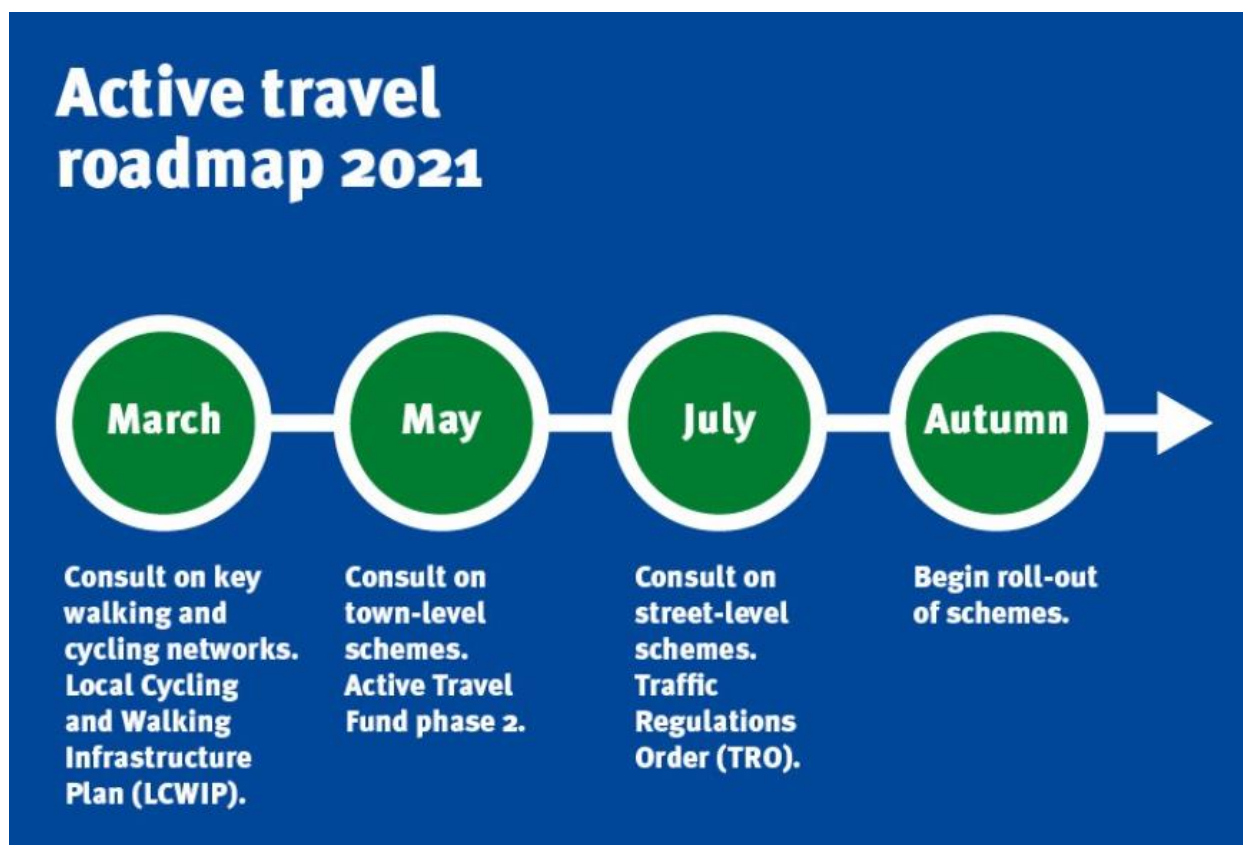
Introduction

This document is a summary of proposals to develop local cycling and walking routes in Basildon (Wickford), Braintree, Brentwood, Chelmsford, and Colchester as they go out for public consultation. The schemes are part of the Active Travel Fund (ATF) and connect to Local Cycling and Walking Infrastructure Plans (LCWIPs).

- **We are really keen to hear your views on these proposed improvements.** We are asking for your views on the specific schemes with infrastructure enhancements to improve safety and make it easier to walk or cycle, as well as information on public opinion and how you travel.
- There will be a further stage of this consultation which will follow in late summer 2021. This will be the Traffic Regulations Order consultation.

Details of the proposed walking and cycling infrastructure enhancements for Basildon (Wickford), Braintree, Brentwood, Chelmsford and Colchester are included in this document (page 6).

This ATF consultation should be seen as the second stage of a process to implement LCWIPs by Essex County Council. They help ensure that a long-term approach can be taken to develop local cycling and walking networks, ideally over the next 10-year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle.



What is the Active Travel Fund?

Essex has been awarded over £7million of government funding to develop safer, greener and healthier travel and transport locally as part of the Phase Two Active Travel Fund.

All five schemes in Basildon (Wickford), Braintree, Brentwood, Chelmsford, and Colchester have been developed in detail with the advice of local councils, councillors, businesses, cycling, access, and other local interest groups.

One of the aims of the Essex County Council “Safer Greener Healthier” campaign is to encourage residents to rethink the way they travel, where possible and especially for shorter journeys.

Our plan is to re-allocate road space to make more room for everybody to safely and efficiently walk and cycle in five Essex districts - Braintree, Brentwood, Chelmsford, Colchester, and Wickford.

Implementing the plans will transform these town/city centres and neighbourhoods into thriving, healthier areas, with fewer cars but more people cycling and walking, allowing us all to breathe cleaner air and enjoy a better way of life.

And as more people take up walking and cycling and avoid using their cars for short trips, it will mean fewer vehicles on the road and ease congestion for those who have no alternative but to drive, making their journeys more reliable and efficient.

Liveable Neighbourhoods

Many of us, our parents, or grandparents grew up when it was normal for children to play in the street and cycle to school, while many adults used a bike to cycle to and from work. But today the numbers of cars on our roads has dramatically increased along with, accordingly, the number of journeys for which we jump behind the wheel. This has had a dramatic influence on our neighbourhoods with many of them now totally dominated by the car.

Liveable Neighbourhoods aim to reverse this trend and create areas where it is easier and safer for you to walk and cycle, while enjoying a more pleasant street and public realm as a result of fewer cars, with various measures used to prevent residential streets being used as shortcuts, car parks and rat-runs by people from outside the area.

In Chelmsford and Wickford, our plans include Liveable Neighbourhoods which will establish attractive, healthy, accessible, and safe areas, with improved routes for walking and cycling.

School Streets

There is a clear opportunity to improve the highway environment around schools, especially for children, and the School Streets scheme aims to facilitate improvements to make these areas more accessible and attractive to those arriving on foot or cycle.

This could be through working with the school to introduce new initiatives, or through traffic management, stopping traffic from accessing roads at certain points, so creating a pedestrian and cycle zone.

There is no one size fits all approach, and over the coming months we will be working with local schools within our identified areas (shown in orange) to develop these proposals further.



ATF Proposals

The ATF proposals initially focus on the areas of Basildon (Wickford), Braintree, Brentwood, Chelmsford, and Colchester. These areas are experiencing significant growth pressures and therefore prioritising the development of good walking and cycling networks is an excellent way of ensuring new housing and commercial developments provide good walking and cycling infrastructure which enables trips into a wider active travel network as well as the shorter legs of multi-stage journeys to be undertaken sustainably.

Basildon (Wickford)

The scheme is the first part of a long-term plan to create an improved cycle link between Wickford and Basildon, which will eventually enhance the whole cycle and walking network across Basildon borough.

Wickford is a blueprint for a Liveable Neighbourhood with designated residential areas benefitting from measures which improve streets and make it easier to walk and cycle from Nevendon Road in the South of the town to Wickford town centre. These include:

- 20mph zones
- Extended footways
- New raised zebra crossing
- Upgraded traffic islands
- On-road cycle symbols
- Waiting restrictions proposed to be introduced near the fire station
- Double yellow lines (no waiting at any time) on Laburnum Avenue itself.

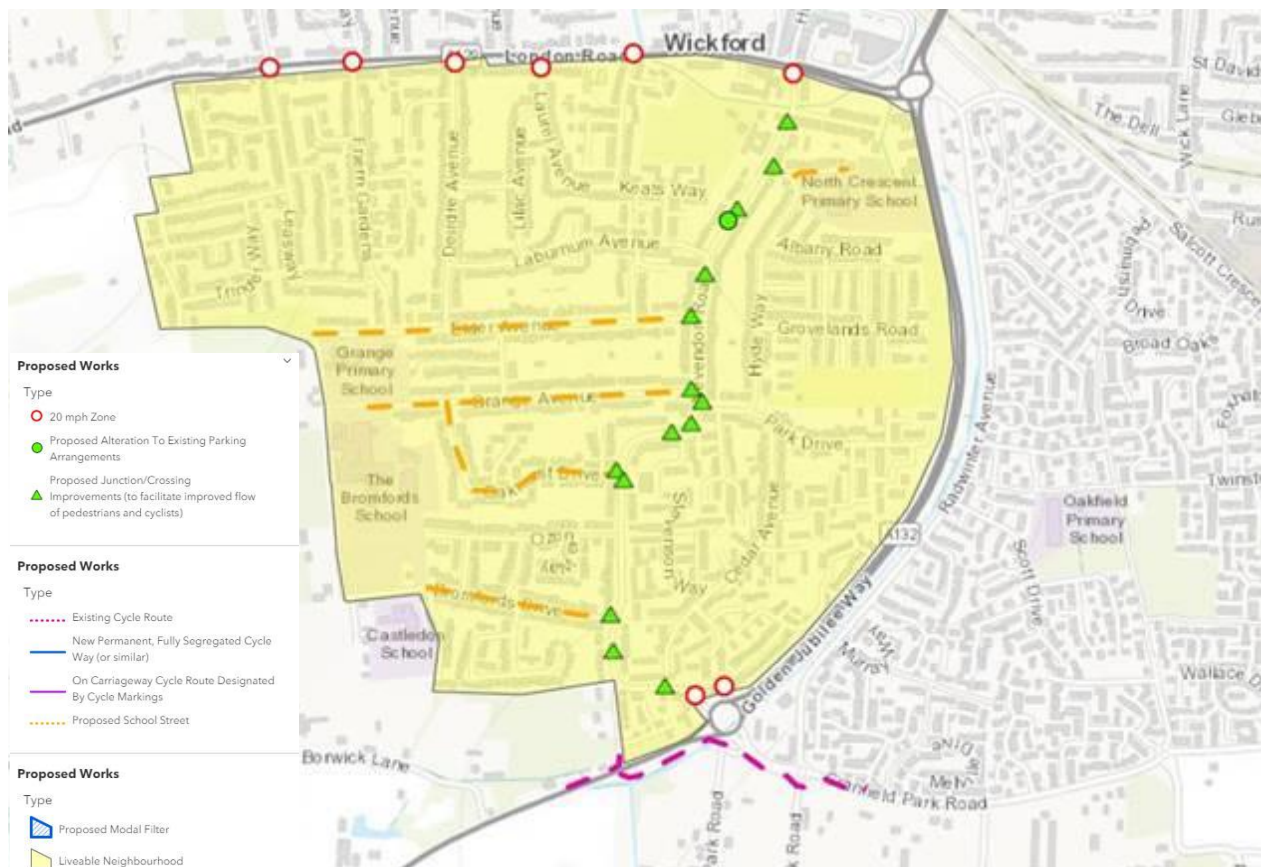


Image of a raised zebra crossing

Travelling from Nevendon road, Elder Avenue, Grange Avenue, Oakhurst Drive and Bromford's Drive have all been designated as School Street zones.

At the entrance to each of these areas, raised tables will be introduced. These are sections which bring up the road to the height of the pavement, slowing vehicles and providing easier crossing points for pedestrians.

Further measures will also be introduced in these areas in consultation with the local schools and surrounding community.



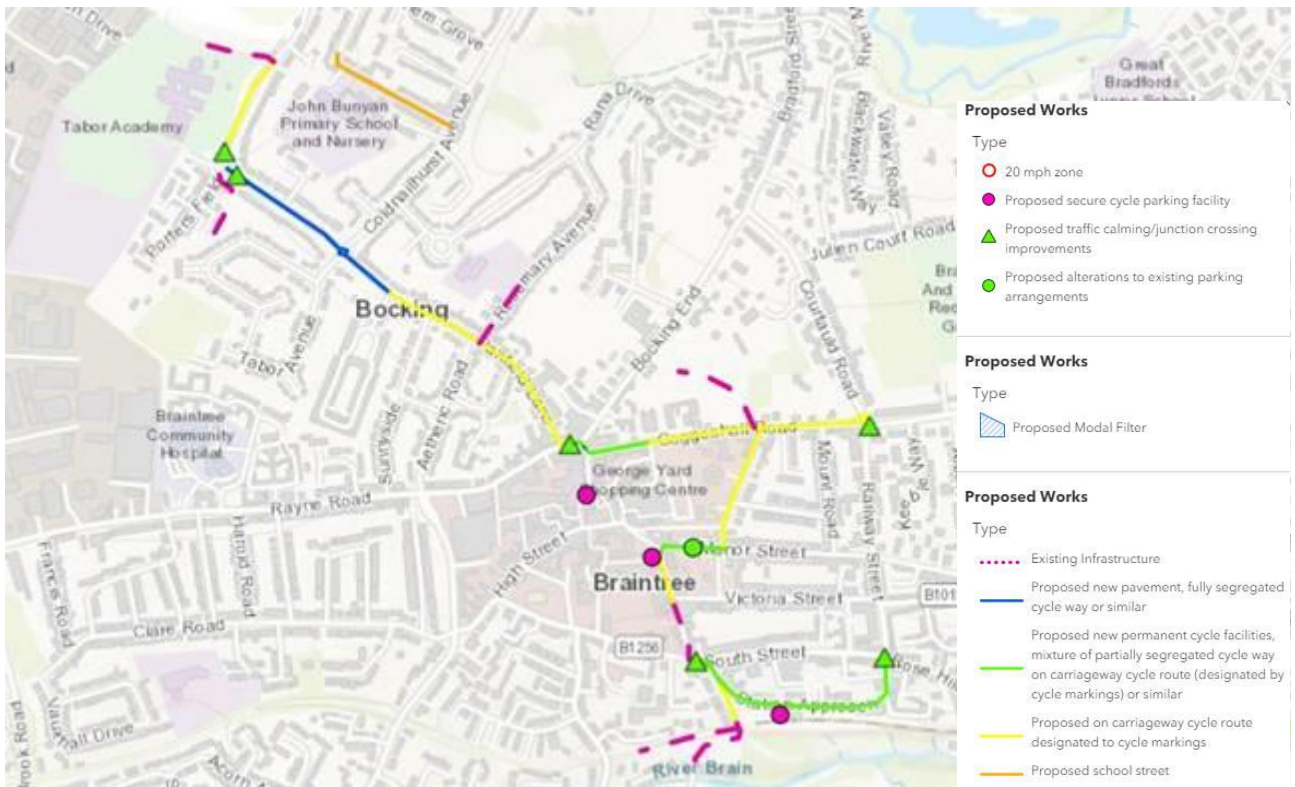
Map of Basildon (Wickford) Proposals

Braintree

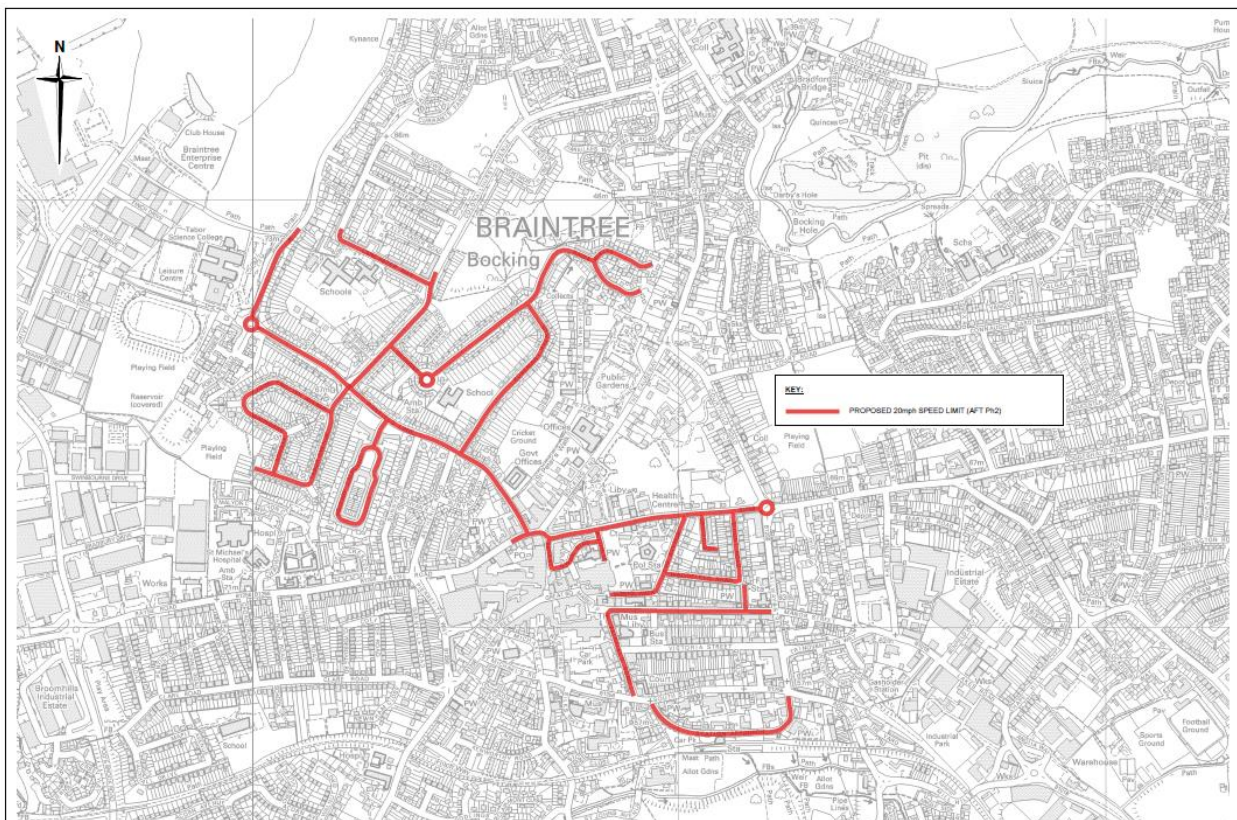
Braintree's scheme proposes to encourage more active local journeys which will help to reduce traffic and, improve air quality and reduce emissions, as well as support local businesses and services as more people shop locally and use local services with improved routes from Braintree Station to the town centre.

The proposals from Station Approach to Panfield Lane include:

- Segregated cycle routes
- On-road cycleway
- Footway widening
- Junction and crossing improvements
- 20mph speed limits
- Modal filter (a restriction on certain types of vehicle, so in this case would see cars prohibited, with only cyclists, taxis, buses and businesses with existing access permitted to continue onto Coggeshall Road)
- A new single 'compact' roundabout on the Junction of Coggeshall Road / Courtauld Road
- The scheme also proposes a School Street on Lancaster Way.



Map of Braintree Proposals

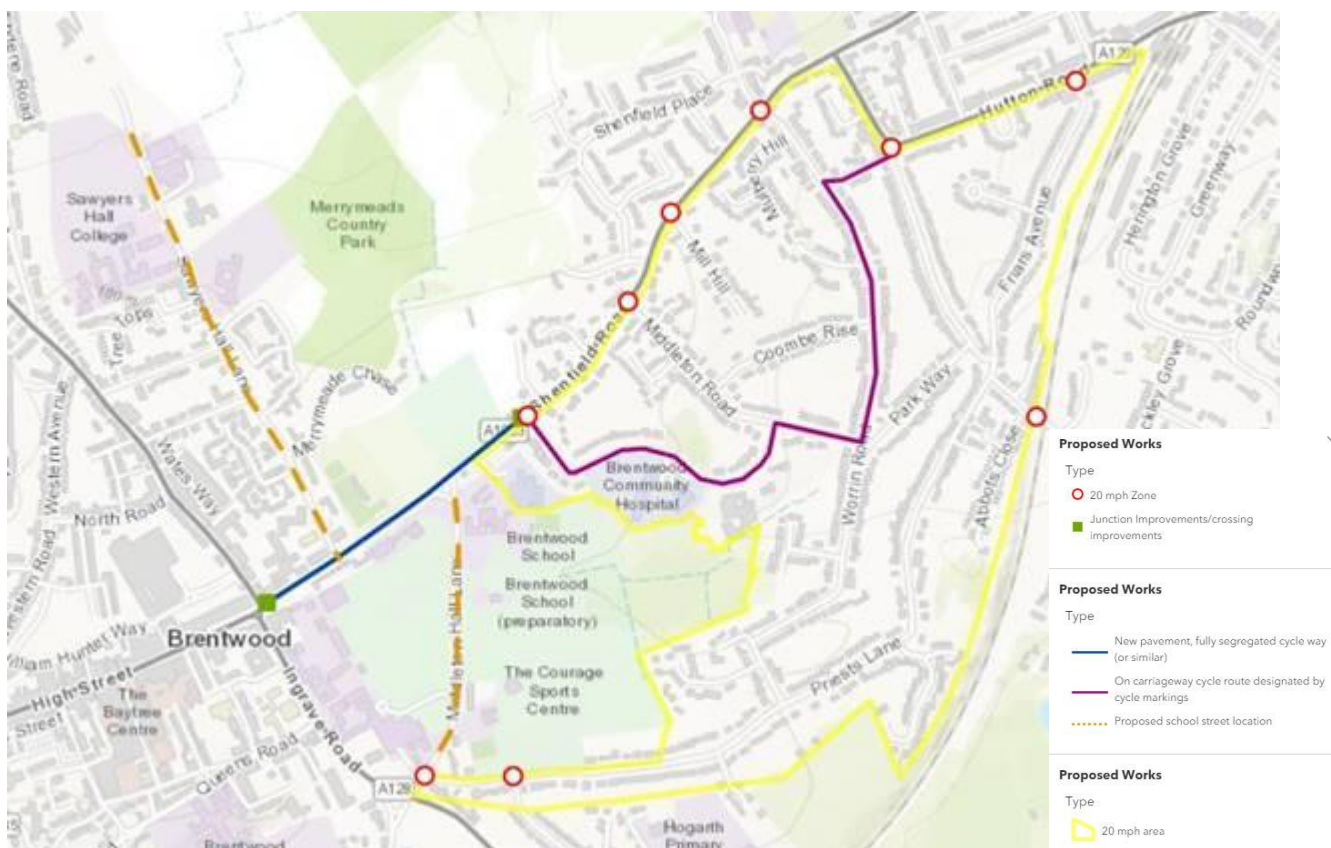


Braintree 20mph Proposed Streets

Brentwood

The route provides a direct connection between the urban centres of Shenfield and Brentwood, completing a much-needed link in the cycle corridor and include:

- 20mph speed limits - shown on the map (broadly the area between Shenfield Road and the railway line, and between Hutton Road and Ingrave Road).
- Widened footways
- Road space will be re-allocated to create a new two-way segregated cycleway
- On-road cycleways
- Improved crossing points
- School Streets zones: Sawyers Hall Lane and Middleton Hall Lane.
 - 'Park and Stride'



Map of Brentwood proposals

Chelmsford

The proposals for Chelmsford will see the improvement of three routes, enabling you to walk and cycle safely between key points in the city, together with better connections to the existing cycle network.

The first route looks to connect the railway station as a key destination, with Baddow as a key residential area. The second improves City Centre connections, extending the existing

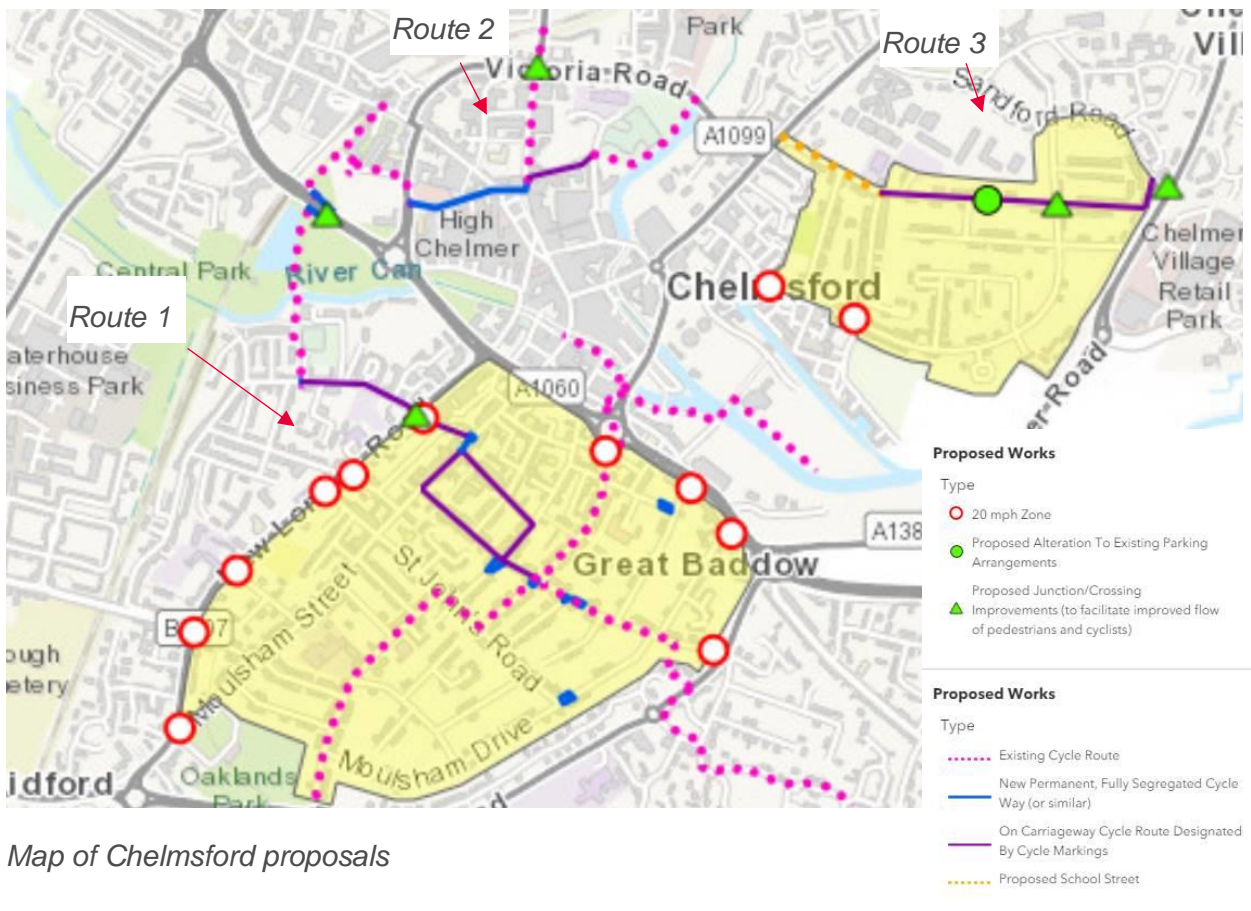
well-established cycling provision. The third looks to create a Liveable Neighbourhood in the Springfield Allied Estate area including the introduction of a School Street zone on Trinity Road.

Route 1 includes the following proposals to make it easier to walk and cycle:

- 20mph zones
- Extended footways
- Modal filters (a measure which allows for cycling and walking, as well as buses, but restricting general traffic at New Writtle St south and another that allows for cycling and walking but restricting general traffic at New Writtle St north)
- Improved road layouts
- New and improved crossings/junctions



Example of a modal filter



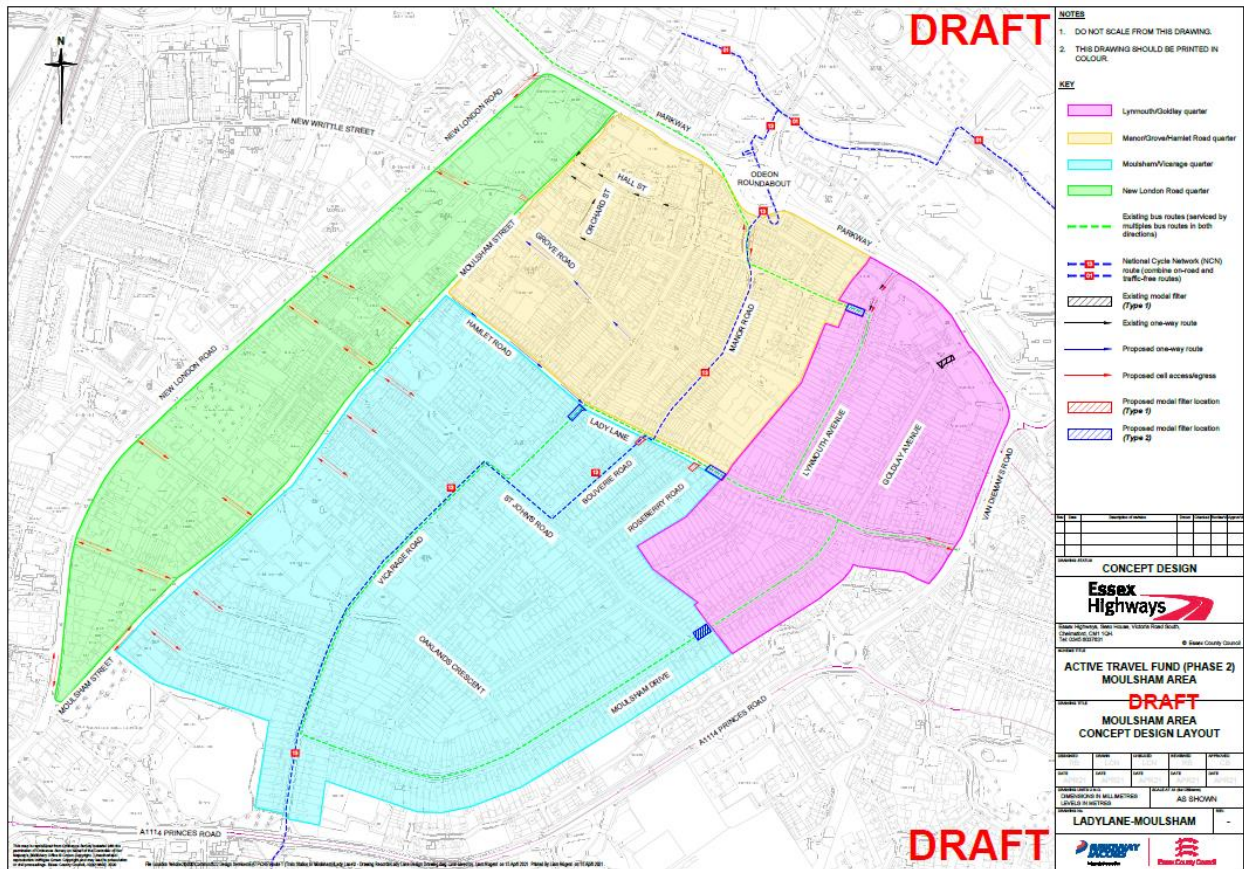
Map of Chelmsford proposals

- On Moulsham Street, at the junction with New Writtle Street, new signs and lines will make it clear to drivers that they will no longer be able to turn right into New Writtle Street and instead need to give way to cyclists crossing the junction.
- The existing loading bay on Moulsham Street before Grove Road will be relocated to the opposite side of the road. This will allow a contraflow (travelling in the opposite direction to traffic) cycleway for cyclists travelling north from Moulsham to the station, and, specifically, east from Grove Road onto New Writtle Street.
- Two parking bays on the southern side of the street will be removed to enable the cycleway to be installed, however the intention is to retain the existing parking bays on the northern side.



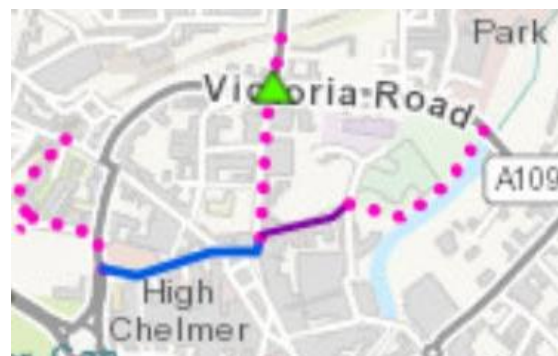
Artist impression of Moulsham Street

- Moulsham area to become a Liveable Neighbourhood- see below map:



Route 2 includes the following proposals:

- Fully segregated contraflow cycleway with road space reallocated to allow for it.
- Improved crossing on Duke Street
- Link to improvements on Tindall Square as well as existing infrastructure to serve the railway and bus stations
- Public realm enhancements
- Cycle markings



Route 3 includes the following proposals:

- Springfield Allied Estate will be designated a Liveable Neighbourhood
- 20mph speed limit
- Connections to existing routes
- Junction improvements
- Planters / cycle hanger storage in place of a parking space to improve public realm
- School Streets zone: Trinity Road



Colchester

North-South Route

The north-south scheme will help create a safer, greener route enabling people to walk and cycle to and from the station, hospital and Highwoods / Mile End areas in the north to the town centre and high street and the Abbeyfields / Shrub End areas in the south. The route is designed to help the flow of people across the town and enable access to the wider cycle network in both directions. Proposed interventions include:

- Improvements to junctions & crossings
- Segregation for cyclists
- Traffic calming measures
- Links to existing infrastructure
- Secure cycle parking
- Improved parking layout
- Widened footways

Proposed Works

Type

- Proposed alterations to existing parking arrangements
- ▲ Proposed traffic calming/junction/crossing improvements (to facilitate improved flow of pedestrians and cyclists)
- Proposed secure cycle parking facility

Proposed Works

Type

- ▨ Proposed modal filter

Proposed Works

Type

- ⋯ Proposed School Street
- High Street Restrictions
- ⋯ Existing infrastructure
- Proposed new permanent cycle facilities, mixture of partially segregated cycle way and on carriageway cycle route (designated by cycle markings) or similar.
- Proposed new permanent, fully segregated cycleway or similar.
- Proposed on carriageway cycle route designated by cycle markings.



Map of Colchester North-South & East-West route proposals

- Along North Station Road, the focus is on investing in the look and feel of this part of the town. Improving the public realm, increasing footways, with planting and seating areas, will create a more attractive neighbourhood environment, while reduced speeds will support cyclists who will return to the carriageway along this section. Parking/loading provisions will be retained with formal bays created along with accessible/disabled parking spaces.



Artist impression of North Station Road

- A one-way modal filter; a section of road restricted to all traffic except buses and cycles, this will reduce general through-traffic travelling north from the Middleborough end of the road.
- The temporary restriction on traffic on the High Street, except for buses, taxis, blue badge holders, delivery drivers, cyclists, and motorbikes, will become permanent.
- The temporary two-way segregated cycle lane along Head Street to Crouch Street will be made permanent, with the road space reduced.
- Introduction of right turns to support cyclists travelling from St Peter's Street into Middleborough to reach North Station Road.
- Within this route, there is a School Streets zone for North Primary School.

East-West Route

Adopting the same principle of supporting local journeys, the east-west route will help journeys along Lexden Road, providing safer access to schools in this part of the town.

Reaching the town centre, the route will intersect the north-south route before travelling east, ultimately reaching East Hill and allowing access to the easterly side of the town.



Map of Colchester East-West route proposals

This route includes the following proposals:

- Permanent segregated cycleway that will extend the length of Lexden Road
- Floating bus stops
- Raised tables (a raised section of road to the level of the footpath) will also be installed on side road junctions to improve pedestrian accessibility and safety.
- New crossings and improved / upgraded crossings to benefit people who walk and cycle.



Image of a floating bus stop

- At Crouch Street West, increased public realm space, a segregated contraflow (going in the opposite direction to traffic) and improved parking layouts becoming much more attractive, benefitting local shops as well as visitors.



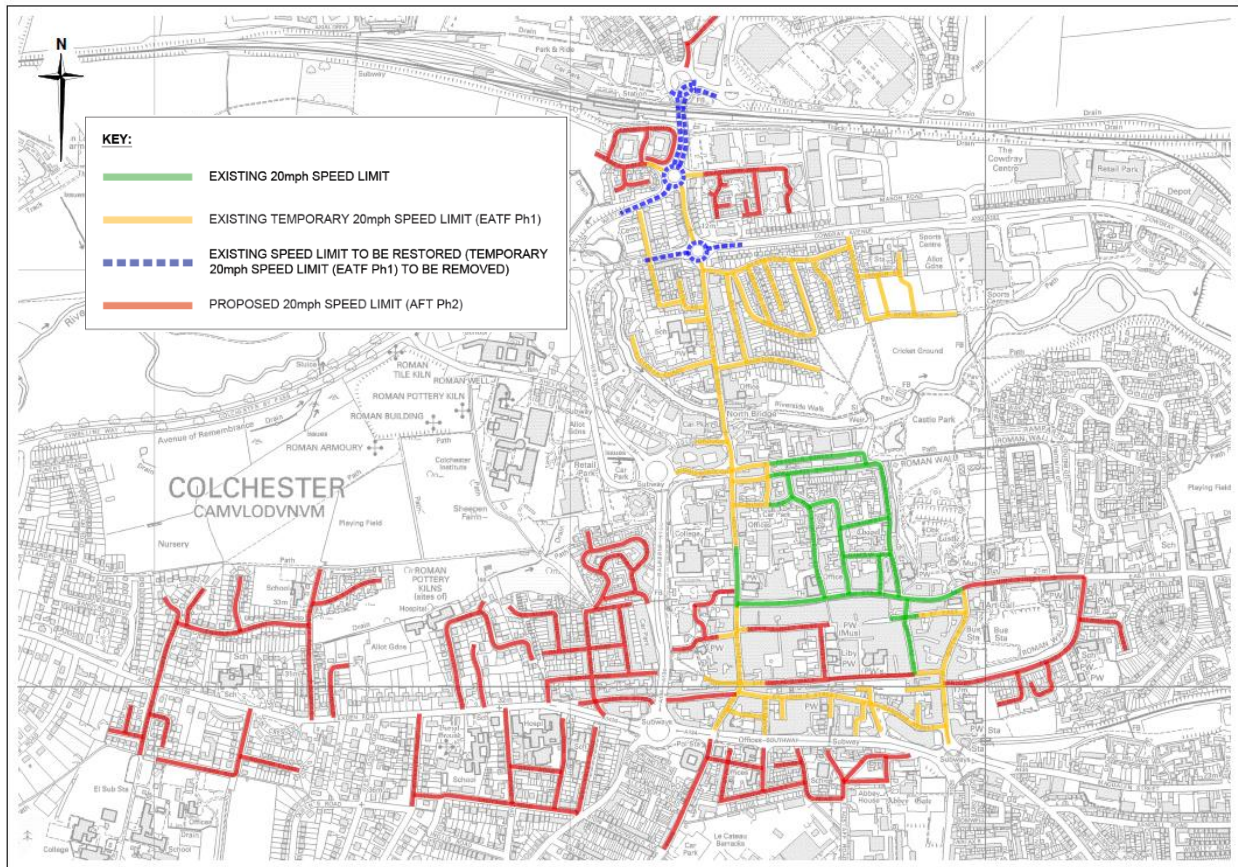
Artist impression of Crouch St West

- Reaching Balkerne Hill, the existing pedestrian crossing, which is staggered in two sections, will be replaced with a single crossing straight across the road, providing a segregated pedestrian and two-way cycle crossing. To create this, we need to fill in the subway.



Artist impression of Balkerne Hill

- Introduction of 20mph roads – see map below:



- School Streets zones on this route include schools Colchester County High, Colchester Royal Grammar, and Kinswode Hoe.

Next Steps

We are really keen to hear your views on these proposed infrastructure enhancements to create healthier streets, a second step in a series of consultations which aim to keep you informed about how the ATF proposals can act as a blueprint for active travel and help improve and safeguard our town centres and high streets. These initial scheme proposals have been informed by the LCWIPs.

Please complete the survey, or if you are an organisation, email your response to: SGH.Routes@essex.gov.uk.

These plans are another step forward to develop coherent walking and cycling networks over time. Once views have been considered, the ATF proposals will be updated, and a report published to inform the final proposals to be included in the TRO consultation for which we would also like your views.

It is expected that this consultation will take place in late Summer/Autumn 2021.

This information is issued by:

Essex County Council

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