

Chelmsford Active Travel Steering Group notes

07 September 2021

- The Chelmsford Steering Group came up with a solution 2 weeks ago that they thought would be acceptable to the residents. The Steering Group wish to say that this is their strong preference as they feel it does provide an end-to-end cycle route. Route 1 - Option A: Moulsham/New Writtle St modal filter, Moulsham contraflow, road narrowing on Lady Lane, Grove Road/Mildmay and Mildmay/Lady Lane – junction re-prioritisation, Mildmay – Road Narrowing, Extending 20mph – whole area.
- However officers in attendance at the Steering Group, and noting offline discussions at Programme Board, highlighted that the Steering Group should be aware it carries risks:
 - While some elements remain the same (modal filter at New Writtle Street / Moulsham and Moulsham St contraflow), there are changes to the original proposal which need optioneering / designing (road narrowing at Lady Lane, rather than a modal filter; junction realignment at Mildmay Road / Lady Lane; and road narrowing on Mildmay Road, in a different location to the proposed modal filter) and this is unlikely to meet the programme timescales.
 - To meet the DfT requirements we should to go back and re-engage the public on these revisions.
 - It is unknown as to whether the required reduction in traffic levels would be achieved in order to support the route for cyclists and meet DfT criteria and ATF ambition. Officers made reference to LTN1/20 and how road narrowing will not reduce traffic levels to the same extent as a modal filter to support on-carriageway cycle markings along Lady Lane for example.
 - The coherence of the route is not that of the originally proposed Route 1 – there are areas where cycling improvements are not being made and this may not be acceptable to ECC ambition or DfT criteria.
- However, the Steering Group did feel that the revisions to the route are in response to the public consultation and that the extended Steering Group, with extended resident representation, did represent a degree of consultation.
- Given that this scheme is less infrastructure than the originally proposed Route 1 with Liveable Neighbourhood “Quarters” proposal, the Steering Group felt that it should represent a cost reduction.
- If Route 1 – Option A is not feasible, the Steering Group would still like elements of the Route 1 scheme to be implemented and could accept a secondary choice of Option B - Moulsham/New Writtle St modal filter, Moulsham contraflow, road narrowing on Lady Lane, Extending 20mph – whole area. The Steering Group recognise that this carries

some of the same risks and could lead to challenge that only select elements, and road narrowing only does not meet the ECC / DfT criteria and ATF ambition. However, they are instead a phased approach.

- Officers reiterated how Route 1 – Option D: Pause / Defer should still be viewed as a positive alternative. The proposal here is to take Route 1 out of the ATF2 Programme and look to secure funding for it elsewhere - via ECC for further design and engagement and via DfT for delivery for future ATF rounds. This would allow for the required time to align the ECC and DfT ambition with an option which is publicly acceptable (acknowledging that quarters are not supported) with the appropriate public engagement. This would also be with a view to delivering a transformational and coherent route. This further work could still result in the delivery of Option A, B or C or even another alternative or Do Nothing.
- The next step is for the Steering Group recommendations to be considered by the Cabinet Member in discussion with the Leader of ECC before the Leader makes a decision within September. The Chelmsford recommendations will be considered alongside the other 5 ATF projects for Essex.