

## Appendix D – Detailed Scheme Recommendations

The following schemes have been recommended by officers, taking into consideration the comments received during the consultation period and subsequent evaluation and therefore it is our intention to take forward the following detailed schemes:

### (a) Braintree

The proposals for Braintree will see the creation of a route connecting the train station with the town centre and linking to Coggeshall Road, enabling cyclists to travel westbound through the town centre and onto Panfield Lane or eastbound, crossing Coggeshall Road/Courtauld Road roundabout. The proposals will create a one-way street along Station Approach (accessing the station via the Railway Street/South Street junction end) with a 20mph limit. A new bus layby directly outside the station will allow for new wider footways and additional cycle storage.

To support those cycling, a 'contraflow' cycleway will be in place along Station Approach, enabling cyclists to travel in either direction and be able to join from either end of South Street. At South Street crossing the existing puffin crossing would be modified. While cyclists would be required to dismount to use the crossing, the additional space would enable people both walking and cycling to use it more safely. A 20mph speed limit will be in place on Fairfield Road.

Heading north beyond Victoria Street a segregated contraflow cycleway will be installed along with road markings to allow cyclists to travel north before turning east on Manor Street. Signage will be changed along this section to allow access for cyclists. In order to facilitate this cycle route, the parking bays on the northern side of the road will be removed. Taxi bays on the southern side of the road will remain. The connection between Manor Street and The Avenue will be upgraded with a raised entrance, signage, and a coloured section to show the area as a shared cycle / pedestrian access. This will enable those on bikes to travel on The Avenue, where a new cycleway and a 20mph limit will support cyclists in safely travelling to Coggeshall Road.

Temporary measures along Coggeshall road and at the roundabout at the junction of Coggeshall Road / Courtauld Road will be installed to allow more space for cycling and walking while the modal filter experimental order is being trailed.

For cyclists heading east on Rayne Road, a contraflow cycleway (travelling in the opposite direction to traffic) will be installed. An experimental modal filter is recommended near Bocking End, placing a restriction on cars, with only cyclists, taxis, buses, and businesses with existing access permitted to continue onto Coggeshall Road. This will have a transformational impact, helping create a safer, greener, healthier town centre.

On Panfield Lane, it is planned to create segregated cycleway and footways on each side of the road, as well as providing parking bays for residents.

Reaching the roundabout at Tabor, the existing zebra crossing (for pedestrians) will be replaced with a toucan crossing (for pedestrians and cyclists) enabling

those on bikes to cross the road without having to dismount as they would at other types of crossing.

To support the proposed new walking/cycling upgrades and increase safety we are proposing to create a number of 20mph areas (see new 20mph zones map within Appendix C (a)).

There are 2 School Streets – 1 on Lancaster Way and 1 on Gilchrist Way. Measures are being worked out with the local school and community as well as our partner at Sustrans. Measures could include:

- New planting and public realm.
- Street art.
- Park and stride arrangements (having a designated area to park and walking the final part of the journey).
- Improvements to existing walking and cycling infrastructure.
- Physical highway changes, such as for example raised tables.
- controlled parking zones.
- Speed restrictions (20mph).
- Modal filters (restricting vehicles but allowing cyclists).
- Short windows when the road is closed to traffic.

## **(b) Brentwood**

The proposals for Brentwood will see walking and cycling connections improved on a key corridor between Brentwood High Street and Shenfield. We propose to provide a segregated on-road cycleway between Crescent Drive and Wilsons Corner, with-flow on either side of the road. This will be achieved through the reallocation of some road space, requiring that the eastbound right-turn filter lane entering Middleton Hall Lane, the eastbound right-turn filter lane entering Nuffield Health Hospital, and the westbound right-turn filter lane entering Sawyer's Hall Lane would need to be removed. Whilst a degree of stacking capacity for motorised vehicles is reduced up to Wilson Corner (subject to detailed design), this is necessary to facilitate a safer alternative, creating a specific space for cyclists as opposed to cycling on the carriageway of what can feel an intimidating road.

An improved crossing point on Shenfield Road next to Crescent Drive to support those walking and those looking to continue onto an on-road cycleway on Crescent Drive as well as informal crossings on Sawyers Hall Lane and Middleton Hall Lane to support those walking.

A 20mph speed limit reduction will be applied to create a Blueprint for a Liveable Neighbourhoods in the more residential areas in the vicinity of Shenfield Road to achieve the perception of a safer cycling corridor between Shenfield and Brentwood. This will support an on-road cycle route along Crescent Drive/Middleton Road/Worring Road and York Road, linking Shenfield Road to the area of Shenfield Station. Other measures will include the installation of cycle parking in the vicinity of Wilsons Corner and Shenfield Rail Station which will allow

cyclists a safe destination point to secure their cycles, connecting them to the town centre.

With a number of schools along Sawyers Hall Lane, this area and Middleton Hall Lane are proposed to be School Streets. These measures will be put in place to help reduce emissions around the school gates and support pupils and parents to walk and cycle more. Such measures are being developed through engagement with the local school and community as well as our partner at Sustrans. Measures could include:

- New planting and public realm.
- Street art.
- Park and stride arrangements (having a designated area to park and walking the final part of the journey).
- Improvements to existing walking and cycling infrastructure including extended footway.
- Physical highway changes, such as for example raised tables.
- Controlled parking zones.
- Modal filters (restricting vehicles but allowing cyclists).
- Short windows when the road is closed to traffic.
- Speed restrictions (20mph).

### **(c) Chelmsford**

Chelmsford will be delivered in a number of phases with Route 1 below delivered during phase 1 and other routes delivered in subsequent years, funding available.

Route 1: Chelmsford Railway Station to Baddow (via Old Moulsham): It's not possible to implement the steering group's recommendation in phase 1 as there is insufficient time for all the work to be done. It is therefore recommended that consider that Option D is the recommended Option and that officers will:

- Develop a revised design for Route 1 option which aligns ECC / DfT ambition and public acceptability (which could be Option A, B or C for example, or another – see section 4.1 for options' details)
- Undertake further engagement on revisions / options
- Pursue future ATF or other funding opportunities for installation of the potential scheme

#### Chelmsford – Route 2: City Centre Connections

As set out in the Chelmsford City Growth Package consultation, a segregated contraflow (travelling against the traffic) cycleway will be installed along Market Road for people cycling east. For those travelling west towards the station, traffic cycle markings will be installed.

To ensure the contraflow cycleway is uninterrupted by any vehicles crossing it, the existing loading bay on the northern side will be removed and a new loading bay provided on the southern side of Market Road.

The disabled parking on the northern side will be relocated to the existing taxi rank at the eastern end of Market Road, on the southern side of the road. Whilst there will be the loss of one disabled parking space the new location will make it easier to park and users will have more space per bay. The displaced taxi rank space will be accommodated by increasing provision of the existing taxi rank in the mid-section of Market Road.

Duke Street and Market Road signals / crossings are to be coordinated and Waterloo Lane will have on-carriageway cycle markings along with a proposed raised table linking into the Riverside Cycle Path.

### Chelmsford Route 3

Trinity Road is a proposed School Street (plus Queens Road, Hill Road and Springfield Park Road - extent of measures TBC). Such measures are being developed through engagement with the local school and community as well as our partner at Sustrans. Measures could include:

- New planting and public realm.
- Street art.
- Park and stride arrangements (having a designated area to park and walking the final part of the journey).
- Improvements to existing walking and cycling infrastructure including extended footway.
- Physical highway changes, such as for example raised tables.
- controlled parking zones.
- Modal filters (restricting vehicles but allowing cyclists).
- Short windows when the road is closed to traffic.
- Speed restrictions (20mph).

The residential area along Springfield Park Road, where cycling is already popular within this existing 20mph zone, will benefit from enhancements for people cycling with a refresh of the 20mph markings, planters and the introduction of cycle markings.

Changes to the Springfield Park Road / Springfield Park Lane junction will give priority to those moving east/west along Springfield Park Road. There will be an extension of 20mph zone to Queen Road / Navigation Road, then connecting to existing cycleways within Chelmer Village. The Chelmer Road junction with Sandford Road signals will be improved for cyclists and pedestrian crossing at this point.

### **(d) Colchester**

It is recommended that the two routes will be delivered over a number of years, in phases.

The first phase includes:

#### **Colchester: East-West Route:**

Route with walking and cycling connections improved on Crouch Street (West and East) and on Balcerne Hill, including an improved continuous eastbound contraflow cycleway provision, improved public realm and on Balcerne Hill surface crossing for pedestrians and cyclists and the removal of the existing subway.

- At Crouch Street West, this will also see the pedestrian space on the northern side of the street increased by about four metres, with additional planting, seating and cycle parking provided. Cars will continue to be permitted to enter but will be reduced to 20mph and the existing herringbone parking bays (set out at a 45-degree angle) replaced with parallel parking on the southern side of the street. This will see 14 parking spaces (with some timed loading) provided, including an accessible bay for disabled parking. An additional large loading bay will be provided on Rawstorn Road next to Tesco.
- At Crouch Street East, parking will be moved to the south side of the road, with loading bay provisions being retained within Crouch St East. Bus stops along the street will remain in the same location. 20mph speed limit.
- Along Lexden Road (Spring Avenue to Crouch Street) – Basic cycleway with-flow segregation only in the carriageway
- St John's Street temporary traffic orders will not be replaced, with the previous TROs coming back into force, but the 20mph speed limit proposed to be retained. Cyclists will look to be routed through the Vineyard Street Car Park from St Johns Street via a new off-carriageway provision to the west of Vineyard Gate and routed back on the highway into and then through Vineyard Street Car park into Vineyard Street. 20mph restrictions proposed.
- Vineyard Street to East Hill - Utilising existing on-carriageway one-way provisions for e/b via Priory Rd and w/b route cyclists via East Hill, High St, and Queen St. Minor kerb changes to the corner of High St and Queen St proposed to improve safety. 20mph proposed.
- School Streets cluster off of Lexden Road. Such measures are being developed through engagement with the local school and community as well as our partner at Sustrans. Measures could include:
  - New planting and public realm.
  - Street art.
  - Park and stride arrangements (having a designated area to park and walking the final part of the journey).
  - Improvements to existing walking and cycling infrastructure including extended footway.
  - Physical highway changes, such as for example raised tables.
  - controlled parking zones.
  - Modal filters (restricting vehicles but allowing cyclists).
  - Short windows when the road is closed to traffic.
  - Speed restrictions (20mph).
- 20mph speed limits on a high number of Colchester roads (see map in Appendix C (d)). School street measures still to be determined.

## Colchester: North - South Route:

Route proposals include:

- Station Way - Permanent repurposing of A134 Station Way S/B bus lane to a segregated two-way cycleway,
- Head St - Repurposing one lane for segregated two-way cycleway provision,
- High St - An experimental TRO on the basis of 'Restriction of Movement from Head St to High St, with exemptions for Buses, Taxis, cyclists and Permit Holders'. The proposed list of exemptions/allowances for permits is provided below. The experimental order is proposed to be in operation on a part time basis between specified hours of 7am-7pm, either Monday to Saturday or Monday-Sunday (this will be reviewed as part of the experimental order, with Mon-Sun trailed and reviewed if considered beneficial to do so). By doing this we will continue to restrict traffic during the busiest peak periods of the day, but during the evening and night-time periods allow access when these are most beneficial to support local traffic movements and support the night-time economy,
- Exemption on existing one-way Sir Isaac's Walk for cycles (so cyclists can access secure cycle parking in the Portal Precinct off of Sir Isaac's Walk).
- Junction of Head St / Headgate / Crouch St East / St Johns St - 4-way signalised junction provision to enable cyclists to move safely between the corridors (N-S/E-W),
- Scheme to allow cyclists to continue from North hill into Head Street
- School Streets North Primary school (John Harper St) and 20mph speed limits on a high number of Colchester roads (see map in Appendix C (d)). School street measures still to be determined, see possible measures above.

### Exemption's list and timings proposed for High St Experimental TRO

- The order to apply either between 7am-7pm either Mon-Sat or Mon-Sun (to be considered as part of the experimental TRO process with Mon-Sun likely to be initially trailed),
- That the following vehicles to be allowed/permitted access on to the High St:
  - Normal bus gate permitted traffic (e.g., Hackney Taxis, buses, coaches, emergency services, cycles),
  - Blue badge holders,
  - Business related access (this would include deliveries, Wedding vehicles, pre-book vehicles of guests of hotel businesses, take away delivery vehicles from High St businesses, security patrols employed by the BID)
  - Also, on the current TTRO the following are permitted; rapid public health responders, doctors attending medical visits on the High Street, private hire vehicles
  - In addition to the above, permits would be required where vehicular access to properties from the Highway is not possible from any other public highway (i.e., as an example relates to the George St where some residents/businesses have parking which can only be accessed from the High St)

Following the implementation of the first phase, future phases will be implemented budgets allowing.

### **(e) Wickford (Basildon)**

The scheme will deliver an initial blueprint of a Liveable Neighbourhood (20mph covering the roads surrounding the area of Nevendon Road as well as Nevendon Road itself – see map in Appendix C (e)) and School Streets schemes. Reducing traffic speeds in an area can have a transformational impact and help people choosing to walk and cycle by improving the safety of the roads. New and existing signage and road markings will be reviewed and refreshed throughout Nevendon Road with a rejuvenated southern gateway from the A132.

Travelling along Nevendon Road, existing zebra crossings will be raised to form humps or tables providing improved crossing points for pedestrians and helping ensure cars maintain a low speed. Elsewhere along the road, existing traffic/satellite islands will be reviewed and upgraded where required alongside a number of new satellite islands. To support people on bikes, cycle symbols will be added to the road to emphasise the presence of a cycling route. In order to support the implementation of the scheme, a small length of waiting restriction will be introduced near the fire station as well as the introduction of double yellow lines (No Waiting at Any Time) at the Laburnum Avenue junction.

Within the Nevendon Road area, Elder Avenue, Grange Avenue, North Crescent, Oakhurst Drive and Bromfords Drive will all be designated as School Streets. Such measures are being developed through engagement with the local school and community as well as our partner at Sustrans. Measures could include:

- New planting and public realm.
- Street art.
- Improvements to existing walking and cycling infrastructure.
- Physical highway changes, such as for example raised tables.
- Controlled parking zones.
- Modal filters (restricting vehicles but allowing cyclists).
- Short windows when the road is closed to traffic.