

## Appendix C: Scheme Surveys - Responses, Issues and Actions

### (a) Braintree

This survey prompted the lowest number of responses from the five areas, with just over a fifth agreeing the proposals would encourage additional cycling and walking, although over a quarter of responders stated the proposals would persuade them to cycle more, primarily on health grounds.

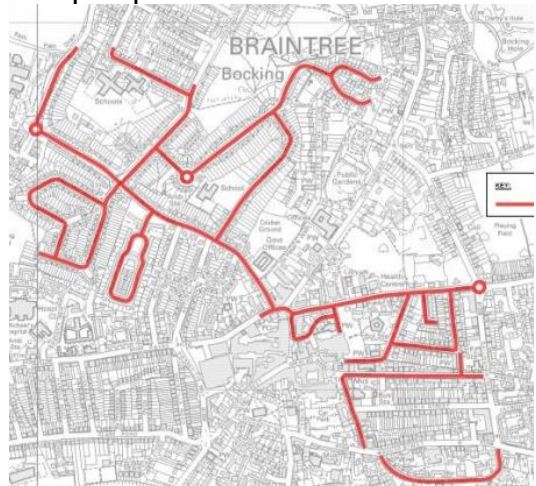
In relation to the School Streets programme, over 60% agreed or strongly agreed there was a need to improve safety in the vicinity of schools.

Nearly a third felt the scheme proposals would improve safety for pedestrians and cyclists, while just over a quarter agreed with taking road space away from cars and dedicating it to cyclists. Almost half of the responses agreed with proposals for additional 20mph speed limits.

Both the Junction of Coggeshall Road/Courtauld Road and Coggeshall Road are going to have temporary measures implemented. A decision on whether to make the scheme permanent will be determined by the modal filter trial on Rayne Road/Bank Street.

Scheme	Issue	Action
Station Approach	The proposals are not considered contentious. The proposals connect into the existing cycling and walking network.	Acknowledging some individual feedback with anecdotal concerns, we propose to continue with the proposals, upon which we have previously consulted with a favourable response, as planned.
South Street Crossing and Fairfield Road.	The proposals are not considered contentious. There is concern that cyclists must dismount at the crossing. The proposals connect into the existing cycling and walking network.	We plan to proceed with modifications to widen the existing puffin crossing. This will help tackle a key north-south pinch-point for those heading to/from the

		station/town centre.
Fairfield Road (Victoria Street) to Coggeshall Road.	The overall proposals are not considered contentious and will link with existing cycling and walking networks. Taxis and motorcycles will no longer to have access Northbound on Fairfield Road at Victoria Street.	We propose to proceed as planned with a bus lane while looking at retaining loading bays.
Junction of Coggeshall Road/Courtauld Road	Changing the Dutch-style roundabout to a single compact roundabout because of lack of space is not as transformational as originally intended. However, the overall proposals are not contentious and improve the provision of active travel/cycling/walking.	We propose to implement temporary measures (cycle markings on the carriageway, plus signs). A decision on whether to make the scheme permanent will be determined by the modal filter trial on Rayne Road/Bank Street.
Rayne Road/Bank Street	There is a high level of opposition to the modal filter (traffic restriction) evident in the consultation.	Noting the opposition, we propose to proceed with this scheme as a trial with an experimental Traffic Regulation Order, which will trigger further consultation, particularly with the potential for safety concerns if we do not press ahead.
Coggeshall Road	The segregated cycle path is not considered	We propose to implement temporary

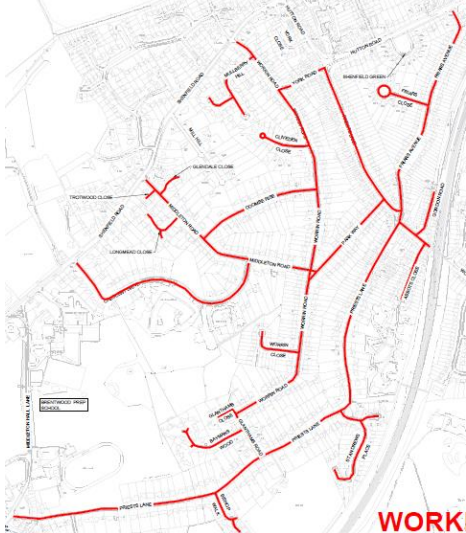
	contentions in the consultation results.	measures (cycle markings on the carriageways plus signs, to provide on road cycle facilities). A decision on whether to make the scheme permanent will be determined by the modal filter trial on Rayne Road/Bank Street.
Panfield Lane	This is not considered contentious, links well to School Streets and provides improved active travel/cycling/walking.	We propose to proceed as planned, while monitoring any parking on the verge/footway.
School Streets – zone covers John Bunyan Primary, Tabor Academy, St. Francis Primary & Spring Seesaw Nursery	The proposals have support, particularly with regard to improving safety in the vicinity of schools.	We propose to proceed as planned, with further engagement planned through Sustrans.
20mph speed restrictions 	The proposals are not considered contentious in the consultation results.	We propose to proceed as planned, noting concerns that there needs to be compliance and the limits need to be enforced.

**(b) Brentwood**

Here we received over 300 responses with half strongly agreeing or agreeing that the proposals would encourage additional walking and cycling. Nearly half of respondents also said they would be persuaded to cycle more, mainly on safety grounds.

Over 60% felt the proposals would improve safety for cyclists/pedestrians and over 40% agreed with the approach of providing dedicated road space for them by taking it away from drivers. Over 70% supported the proposed 20mph speed restrictions.

Responding to the School Streets programme, over three-quarters agreed or strongly agreed there was a need to increase safety in the vicinity of schools.

Scheme	Issue	Action
Shenfield Road – two-way cycleway between Crescent Drive and Wilson's Corner.	The consultation showed a small majority of respondents were against the removal of right-hand filter lanes	Our modelling suggests only a slight increase in traffic, and we believe that this is acceptable. Thus, we propose to proceed.
Introduction of 20mph neighbourhood limit.	Clear majority in favour of this measure and more action to tackle speeding.	<p>We propose to continue with the 20mph speed limit introduction.</p> 
School Streets – Sawyers Hall Lane and Middleton Lane.	Strong majority in favour of improving safety in the vicinity of schools.	<p>Given the support, we propose to continue with our school streets schemes, including the provision of park and stride, the location of which we will now look to confirm. Other measures include improved walking and cycling measures and controlled parking zones. The specific measures will be informed by our further engagement, particularly with schools, via Sustrans (Sustrans is the charity making it easier for people to walk and cycle).</p>

### (c) Chelmsford

The largest number of responses came from the city, the vast majority from the Old Moulsham area where there was evident opposition to the 'quarters' proposals where residents and businesses were able to access their homes and premises via the appropriate quarter gateway, but modal filters put in place to stop any through traffic travelling within the neighbourhood. As a result, a clear theme was the total survey result for Chelmsford saw lower support for our proposals than that from people outside of Old Moulsham. For example, just over 20% of all respondents agreed the proposals would encourage additional walking and cycling, a number that increased to over 40% when just responses from outside Old Moulsham were considered separately.

Responses to the School Streets programme saw over half of people agreeing there was a need to improve safety in the vicinity of schools.

Support for 20mph speed restrictions came out at just over 60% overall. Just over a quarter of responses agreed the proposals would improve safety for pedestrians/cyclists, while just under a quarter supported the approach of removing road space for drivers in favour of cyclists.

As noted above, there was little support for the Moulsham Liveable Neighbourhood (quarters) proposals, where 15% of responders from Moulsham itself agreed with the idea of restricting through-traffic to support walking, cycling and local travel.

Scheme	Issue	Action
Route 1: Chelmsford Railway Station to Baddow (via Old Moulsham)	<p>Modal filters/quartering is not supported through consultation.</p> <p>On-carriageway cycling without the reduced level of traffic required as per LTN 1/20 unlikely to be acceptable to DfT.</p> <p>Descoping the original route to provide just a few elements would not provide a coherent route</p> <p>Further options initially explored but would require a further consultation.</p>	<p>We propose to remove Route 1 from the ATF2 Programme but look to secure ECC Advanced Scheme Design monies to explore alternatives and seek a future funding source for delivery.</p> <p>This allows time to align the ECC / DfT ambition with an option which is publicly acceptable (acknowledging that quarters are not supported) with a view to delivering a transformational and coherent route.</p> <p>Further engagement on revisions / options will be undertaken. This could still result in the delivery of Option A, B or C for example, or another</p>

		alternative developed via further engagement.  We will also pursue future ATF or other funding opportunities.
Route 2: City centre connections	No major concerns raised during ATF consultation.	We propose to proceed with this route as planned
Route 3: Springfield allied estate – School Street & 20mph	Supported in consultation.	We propose to proceed with this route planned.

#### (d) Colchester

The Colchester survey saw the second highest number of responses with 55% agreeing or strongly agreeing the proposals would encourage additional walking and cycling with, at 66%, the highest of the five areas, saying they would be persuaded to cycle more, particularly on safety grounds.

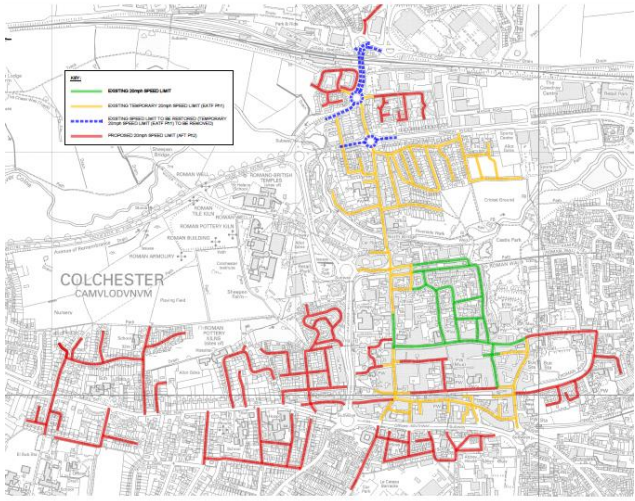
There was also the joint highest response, at over 60%, for people feeling the proposals would improve safety for cyclists/pedestrians, with over half of all responses pointing to agreement with the approach of removing driving road space to dedicate it to cycling.

As with other areas, there was support for 20mph speed restrictions with over 60% agreeing or strongly agreeing with this measure.

Meanwhile, nearly three quarters of people agreed there was a need to increase safety in the vicinity of schools, when responding about the School Streets programme.

Scheme	Issue	Action
<b>The following schemes are specifically subject to funding being available</b>		
A134 Station Way – creating segregated cycleway from southbound bus lane.	There is 56% support in general for the overall north-south route. There is concern about loss of the southbound bus lane.	While acknowledging concern about the loss of the bus lane we believe there is a real need to continue with the proposals to support cycling. This would entail a Traffic Regulation Order with another specific consultation where the issues can be further explored.

	<p>There is 'campaigner' (Bob Russell) opposition. It should be noted there is not enough space to retain the bus lane and install a segregated cycleway.</p>	<p>Prior to this we will carry out additional modelling work to assess the impact of the proposals.</p>
<p>North Station Road – northbound restriction to traffic plus improved public realm and pedestrian facilities.</p>	<p>There is positive general support for the measures. There is business opposition to the northbound bus gate at the Middleborough end of road, amid concern about loss of passing trade. There is concern about re-routing of through traffic to Westway.</p>	<p>Due to budget constraints we propose to defer this element. Noting the concerns, we propose to proceed with the bus gate at a later date on an experimental basis which would be subject to a Traffic Regulation Order and allow the issues raised to be monitored. Prior to this we will carry out additional modelling work to assess the impact of transferring traffic to Westway.</p>
<p>Crouch Street (West and East) plus Balkerne Hill – eastbound contraflow provision for cycling, improved public realm. Remove subway and install surface crossing.</p>	<p>There is general support for the proposals. Traders object to loss of parking. There is concern about loss of the subway.</p>	<p>We propose to progress the scheme. While noting the loss of nine parking spaces (to 14 total) we will provide a larger loading bay area and see further mitigation through a newly introduced permit discount parking scheme and nearby St Marys car park. The subway is sub-standard, and we believe the proposed new street-level crossing, is an improvement.</p>
<p>20 mph speed limits.</p>	<p>We see general support for this measure.</p>	<p>We propose to proceed with the proposals.</p>

		
Albert Roundabout, Essex Hall Roundabout and North Station Road (north) – segregated cycling provision plus revised crossing	This is not considered contentious.	Due to budget constraints we propose to defer this element.
Middleborough, St Peters Street, North Hill junction – junction improvements	This is not considered contentious.	Due to budget constraints we propose to defer this element.
High Street – restrictions to general through traffic.	There is concern about access from neighbouring areas.	<p>We propose to proceed with the proposals subject to a Traffic Regulation Order, entailing further consultation, particularly with the ATF2 scheme including notable concessions to essential traffic during the day.</p> <p>Our modelling has indicated there will not be a significant impact on the road network.</p>
Head Street (from St John's Street to High Street) & junction of Head Street / High Street – One lane changed to a segregated cycleway.	There is general support for this measure.	We propose to proceed with the proposals.
Junction of Crouch Street/	There is general support for this	We propose to proceed with the proposals.



Headgate/ St John's Street/ Head Street – provision for cyclists to cross the junction.	measure which is not seen as contentious.	
Junction of Southway/Butt Road and Butt Road (between Beaconsfield Avenue and Southway) – new crossing and southbound cycleway.	The proposals are not considered contentious, although there is concern expressed about loss of the southbound lane.	Due to budget constraints we propose to defer this element with additional design work on Butt Road to help ensure loading and waiting restrictions for businesses and residential properties are not unduly affected. However, we do propose to proceed with removing existing w/b right-hand-turn from Southway into headgate and installing partial signalisation on Maldon Road roundabout.
Lexden Road (Spring Avenue to Crouch Street) - segregated cycleway provision in the carriageway, including raised tables on side roads and pedestrian crossing improvements.	The proposals are not considered contentious, although there are general concerns about impact.	We propose to proceed with the proposals, noting some comments that the measures do not extend far enough west. Due to budget constraints we propose to defer the raised tables on side roads and pedestrian crossing improvements and implement basic segregation along a shorter stretch of Lexden Road.
St John's Street & St John's Street to Vineyard Street – return St John's Street to previous layout, segregated cycling link and additional cycle provision.	The proposals are generally supported. Lack of space prevents fully segregated cycling.	We propose to proceed with the proposals, which are not considered contentious and will address issues relating to previous Active Travel work.
Vineyard Street to East Hill – one-way eastbound and westbound plus 20mph limit.	We do not see the proposals as contentious.	We propose to proceed with the proposals, noting a separate scheme will provide segregated cycling on East Hill/High Street.


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**(e) Wickford**

The Wickford survey generated just over 150 responses with agreement or strong agreement that the proposals would encourage and help additional cycling and walking being the highest of the five areas at above 60%.

Half of respondents said the proposals would persuade them to cycle more, again primarily on safety grounds. Indeed, over 60% said they felt the proposals would improve safety for cyclists/pedestrians.

Once more, there was support for 20mph speed restrictions, with over 70%, the highest of the five areas, agreeing or strongly agreeing with these proposals.

<b>Scheme</b>	<b>Issue</b>	<b>Action</b>
Proceed as planned with Liveable Neighbourhood proposals including 20mph speed restriction.	There was general support for the scheme proposals.	We propose to proceed with the proposals. 
School Street proposals – Nevendon Road area	There was general support for the school street principles	We propose to proceed with the introduction of school streets in this area with further engagement to be undertaken through Sustrans (Sustrans is the charity making it easier for people to walk and cycle).