

## **Appendix A: Consultation Hard Copy**

### **Introduction**

#### **Supporting the journeys, we make**

Braintree is a town where people enjoy walking and cycle and through creating the right infrastructure and interventions, we have the opportunity to grow it further.

Cutting car use and supporting people to move to greener, healthier forms of travel in our town is a necessity if we are to ease congestion, improve air quality, support greater health and wellbeing and tackle climate change.

But we understand that for many, convenience and safety fears are barriers to moving away from using their car. That is why we are looking to support people in making those short journeys across the city in a safer, easier way.

#### **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 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.

You can see more below on plans for the creation of Liveable Neighbourhoods in Moulsham and on the Springfield Allied estate, which establish an attractive, healthy, accessible and areas, with improved routes for walking and cycling, better air quality, and a reduction in the dominance of the car.

#### **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.

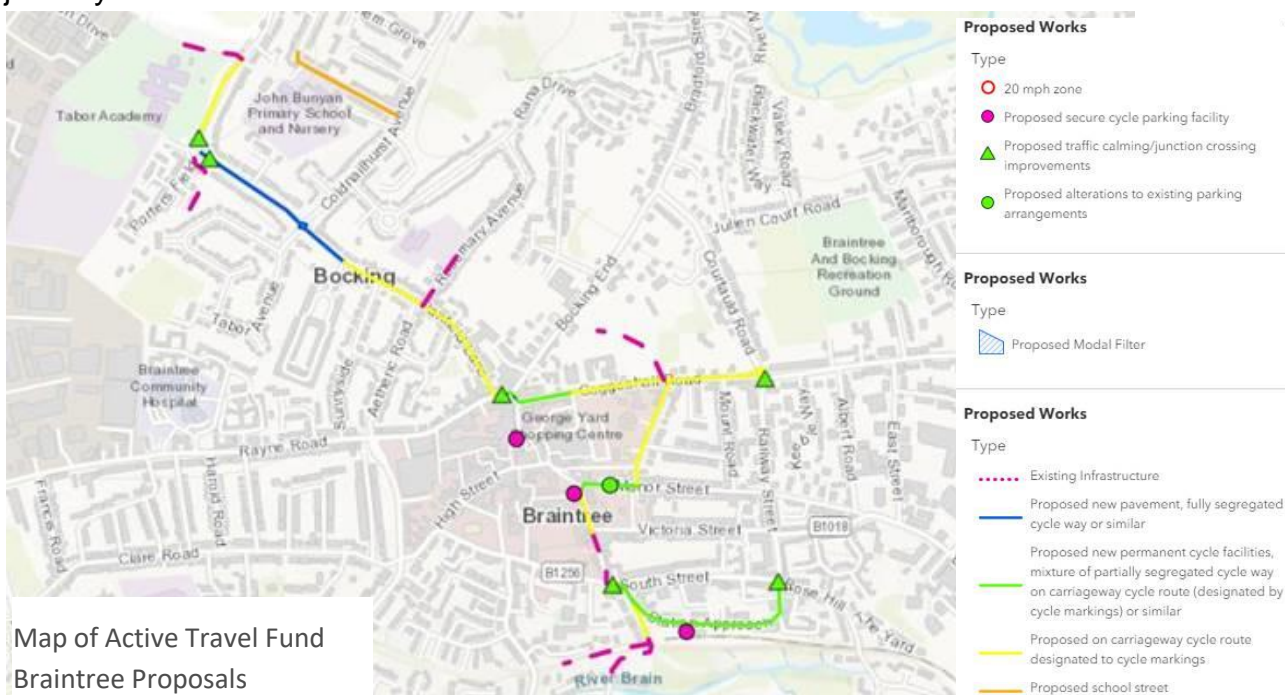
This could be through working with the school to introduce new initiatives, or through traffic management, stopping traffic from accessing roads at certain points, so creating a pedestrian and cycle zone.

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.

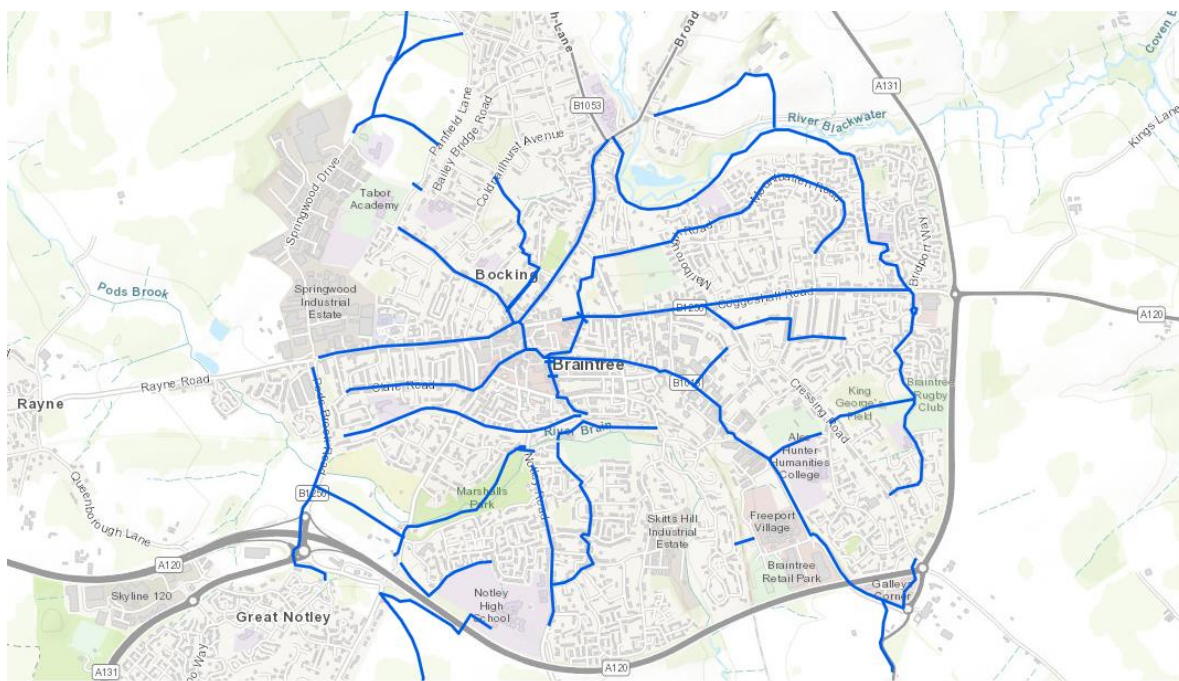
### **(a) Braintree Proposals**

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 eastbound through the town centre and onto Panfield Lane or westbound, crossing an improved Coggeshall Road roundabout.

These are journeys which we know are being made by car and the proposals will, alongside other measures in the town, help to tackle congestion caused by short car journeys.



The proposed works would connect to the proposed local cycling and walking infrastructure plans (LCWIP) for the town.







The area at Braintree train station is a meeting point for existing walking /cycling routes. It is also a key end point for many local people travelling across town to access the rail network.

As such, a high number of pedestrians, cyclists, cars, taxis and buses converge in one place, and we are looking at improving this area to make it safer for all users.



Our proposals will create a one-way street along Station Approach. With a 20mph limit, this will see motorised vehicles accessing the station via the Railway Street/South Street junction end.

A new bus layby directly outside the station will allow for new wider footways and additional cycle storage.

To support those cycling, a 'contraflow' (travelling in the opposite direction to traffic) cycleway will be in place along Station Approach, enabling cyclists to travel in either direction and to join from either end of South Street.

### **South Street crossing and Fairfield Road**

Recognising that many of us travel along Fairfield Road to then cross South Street to Station Approach, we are looking at two possible options to improve safety for those cycling and walking.

The first would see the existing puffin crossing widened to 4 metres. While cyclists would be required to dismount to use the crossing, the additional space would enable people both walking and cycling to use it safely.

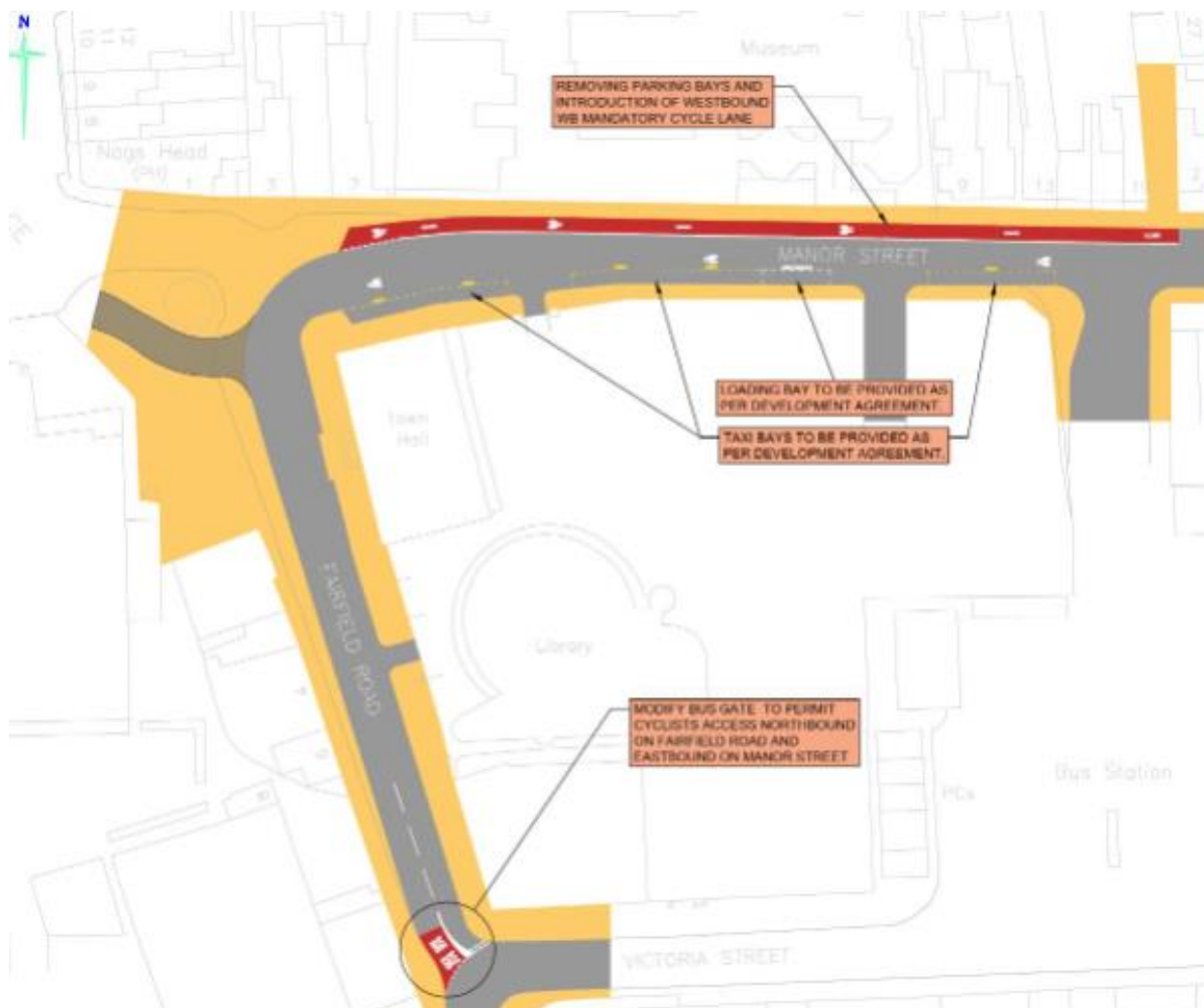
The second option being explored is the introduction of a signal-controlled junction. This would allow travel between Fairfield Road and Station Approach via the road, with the signals enabling cyclists to safely make a right turn into Station Approach.

### **Fairfield Road to Coggeshall Road**

Travelling along Fairfield Road, a 20mph speed limit will be in place to help reduce traffic speeds.

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 cycleway, 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.

### **Junction of Coggeshall Road / Courtauld Road**

The current dual roundabout at this junction is complex and is not ideal for those cycling or walking.

To support walking access, footways will be extended, and new pedestrian crossings will be located on each approach.

We propose to replace the current layout with a new single 'compact' roundabout. This type of roundabout is often seen in towns and is made up of a small, kerbed island, with overrun strips to cater for larger vehicles.



This layout will improve safety for all road users with cyclists, in particular, benefiting from being able to take a primary position on entry to the roundabout.

### **Coggeshall Road to Blyth's Meadow (entrance to Sainsburys)**

Back down Coggeshall Road to the town centre, cyclists will travel via an on-road cycleway.

To support safety on this section, a 20mph speed limit will be in place, while pedestrian crossings along this section will also be reviewed.

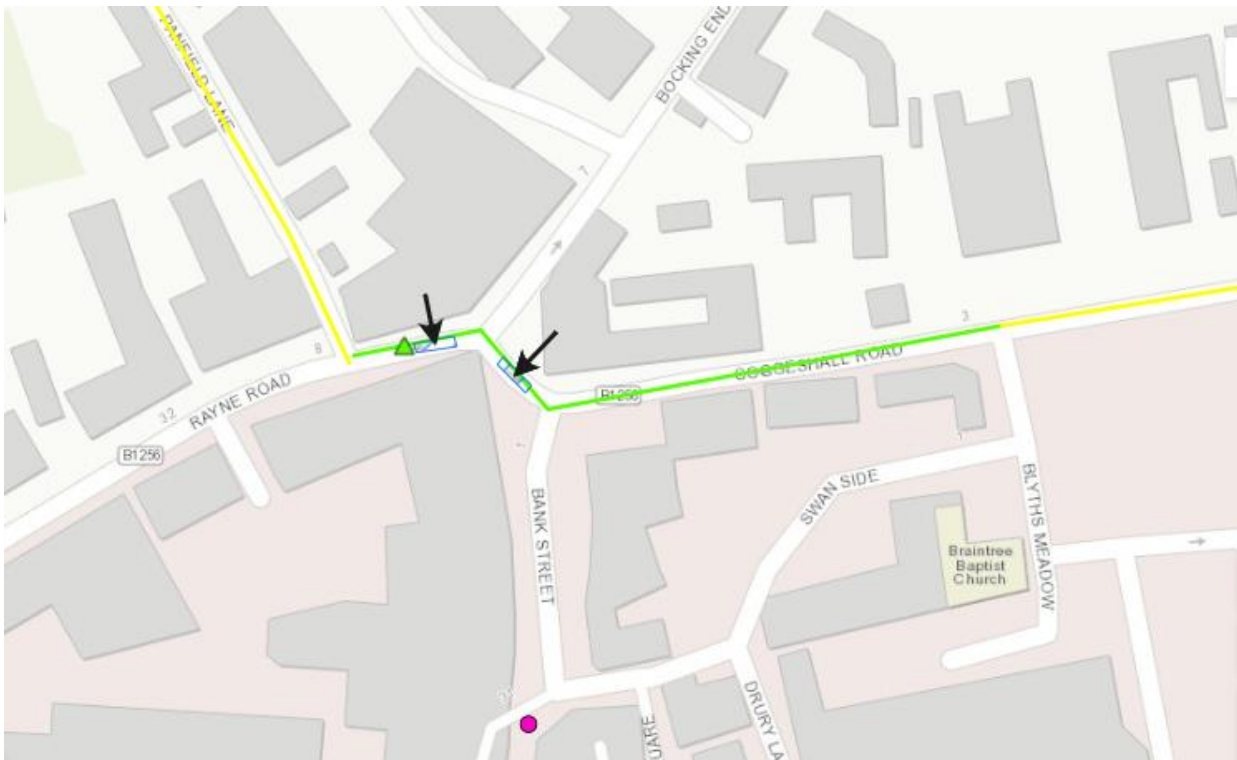
### **Blyth's Meadow to Panfield Lane**

Beyond Blyth's Meadow, the one-way system will remain with access restricted for vehicles. For cyclists heading east on Rayne Road, a contraflow cycleway (travelling in the opposite direction to traffic) will be installed. We also intend to review the current pedestrian crossing at this point.

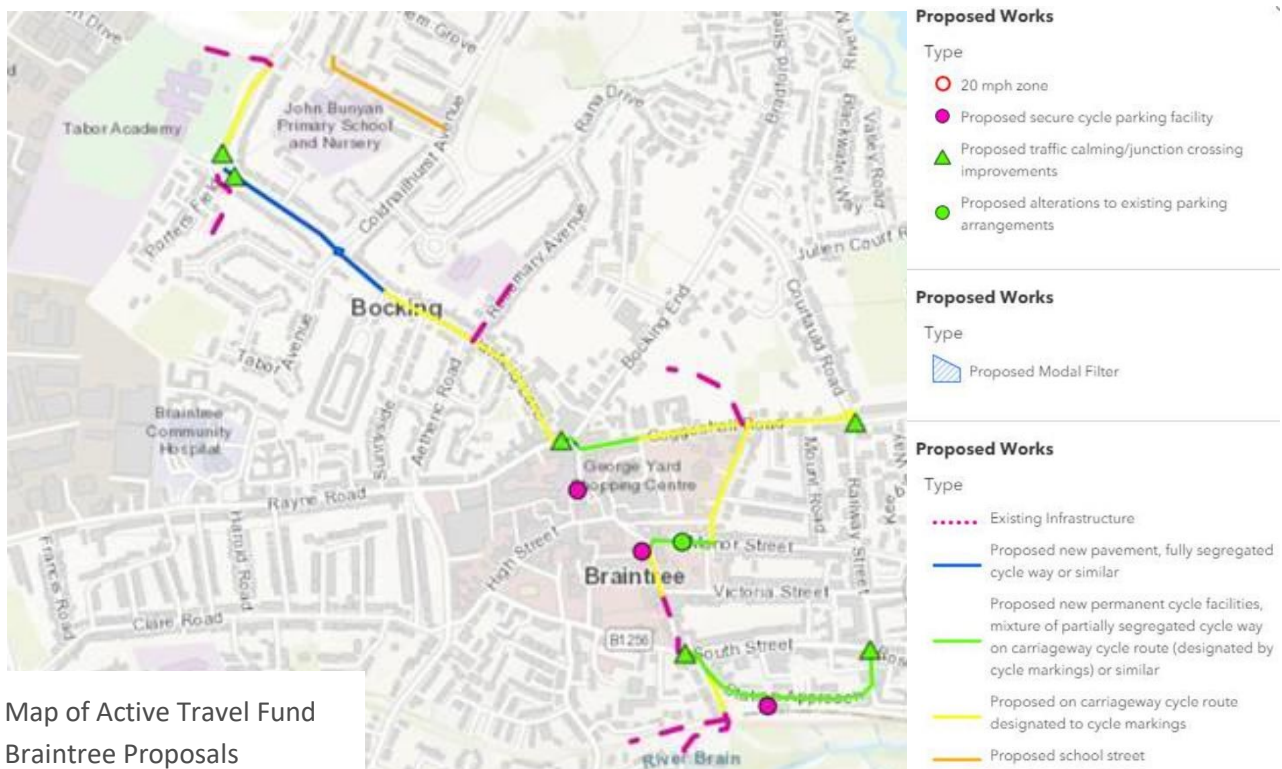
This part of the town centre suffers from congestion and in order to reduce traffic in the town, improve air quality and create a more pleasant local environment, we propose to introduce a modal filter for eastbound traffic at this point.

Possible modal filter locations:





A modal filter is effectively 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. This will have a transformational impact, helping create a safer, greener, healthier town centre.



Map of Active Travel Fund Braintree Proposals

## Panfield Lane

Along Panfield Lane there is a need to cater for pedestrians, on-street parking, and cyclists. With a school/leisure centre at one end, investing in safety improvements will support more people choosing to walk or cycle.

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

This will see a reduction in the road width for motorised vehicles, which, supported by a 20mph speed limit, will help slow traffic along this route.

## Porters Field

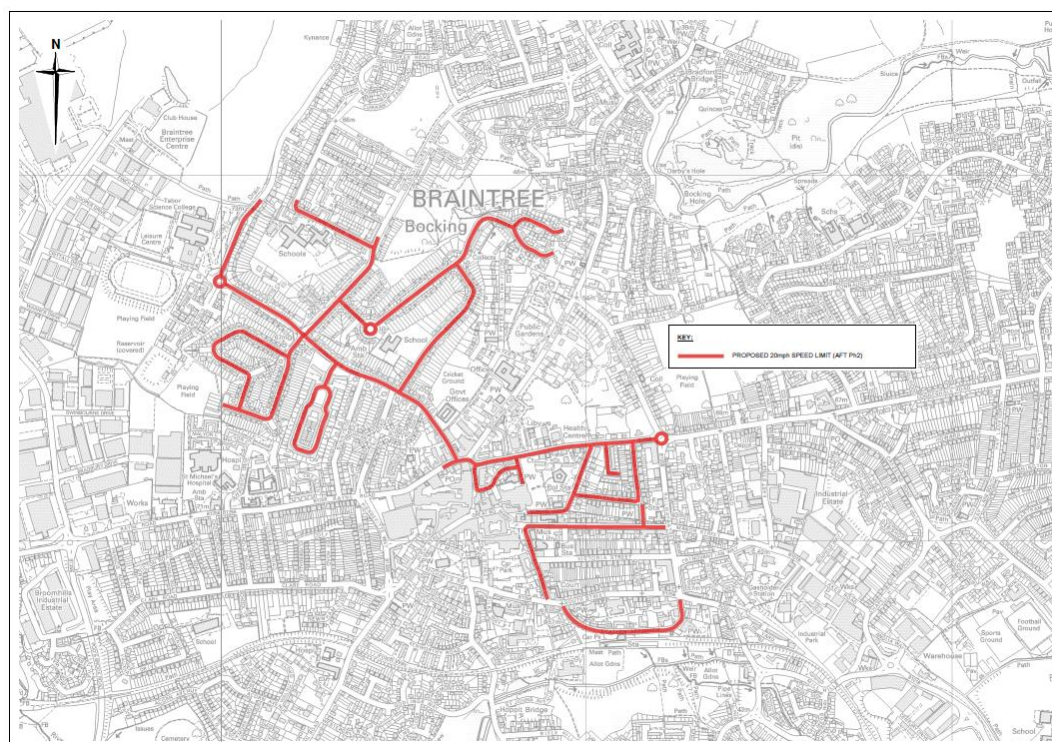
Reaching the roundabout at Tabor, the existing zebra crossing (for pedestrians) will be replaced with a toucan crossing (for pedestrians and cyclists) enabling those on bikes to cross the road without having to dismount as they would at other types of crossing.

Off route, a small section of Lancaster Way will be converted into a school street 20mph zone.

## Introduction of 20mph roads

To support the proposed new walking/cycling upgrades and increase safety we are proposing to create a number of 20mph areas. Reducing speed limits on built-up roads can have a significant impact on safety and help encourage more active travel. The majority of pedestrian and cyclist casualties occur on built-up roads and reducing speeds can greatly reduce the risk of fatalities.

The proposed new 20mph zones within Braintree:





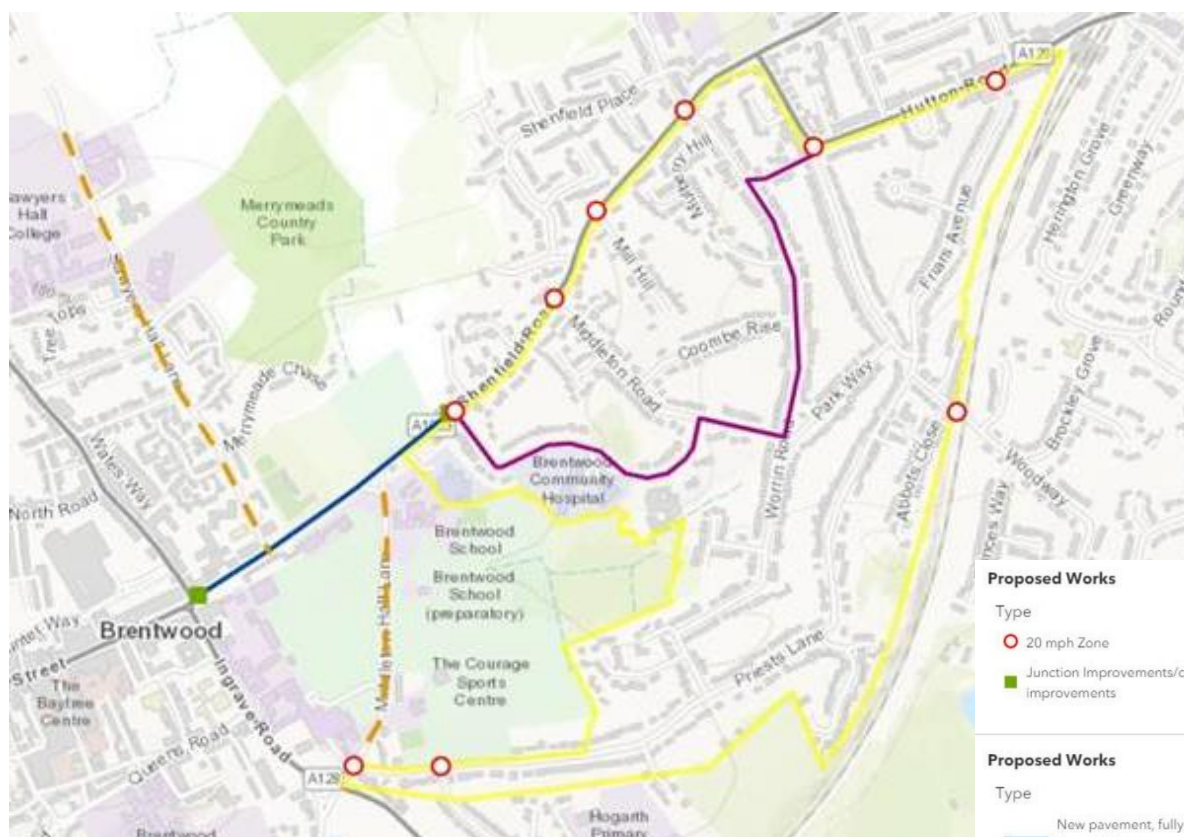
## (b) Brentwood Proposals

The proposals for Brentwood will see walking and cycling connections improved on a key route between Brentwood High Street and Shenfield.

This will see a mixture of new infrastructure, the introduction of 20mph areas and the creation of new School Streets. The proposals address journeys which we know are being made by car and therefore look to make walking and cycling a more attractive opportunity.

### Shenfield Road

As one of the main routes into the town centre, creating a link on Shenfield Road between Wilson's Corner and Crescent Drive will open up a cycleway between the town and Shenfield and Hutton.



This will

ATF Brentwood map of proposals

provide a safer alternative, creating a specific space for cyclists as opposed to cycling on the carriageway of what can feel an intimidating road. Such a facility will be designed to make an attractive proposition especially for school children, who might otherwise feel restricted to using the private car rather than cycling to school with their friends. If we can create a network that makes it more attractive to

cycle, then a further benefit will be reduced traffic congestion as more people choose to walk and cycle.

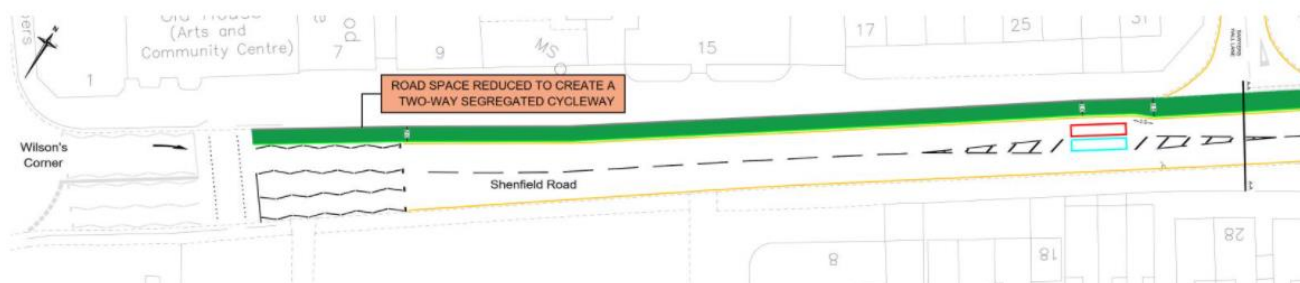
Due to the level of traffic and the lack of cycle provision on Shenfield Road we recognise the importance of creating new cycling infrastructure in this area.

To make the route a safer and more enjoyable experience, we propose to create a new two-way cycleway, allowing for cycling in both directions, between Wilson's Corner and Crescent Drive.



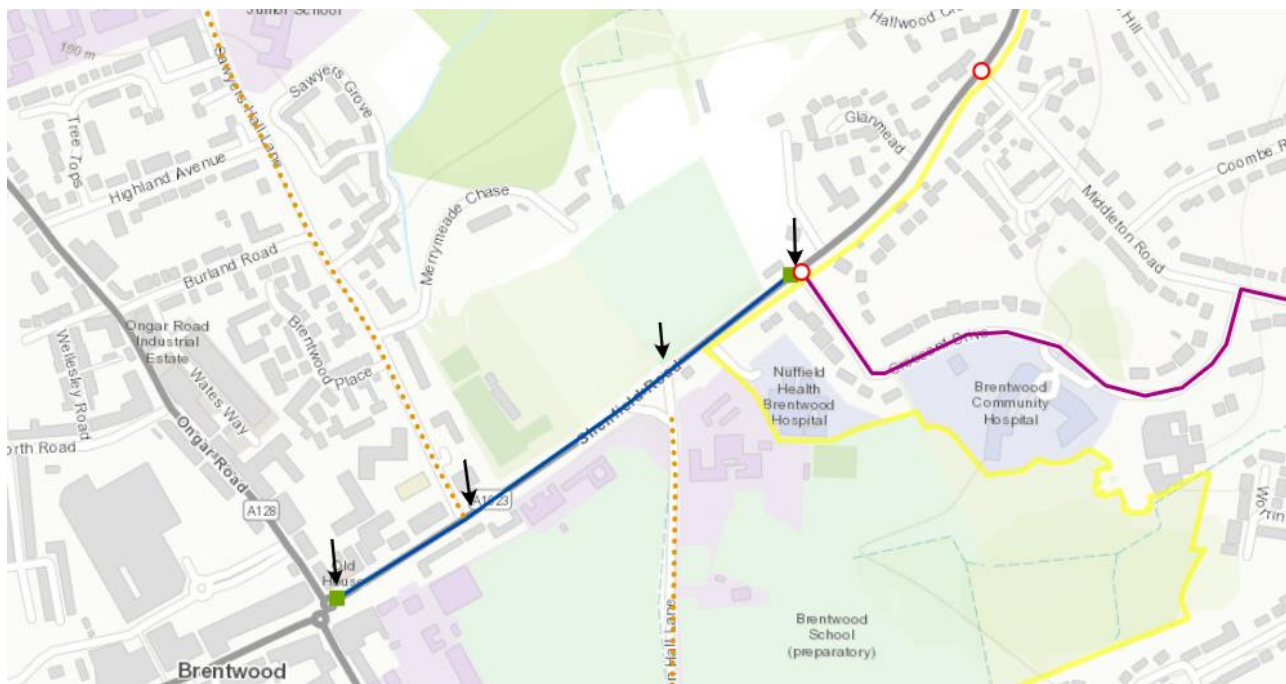
Example of a segregated cycleway.

Travelling along the northern side of Shenfield Road, the cycleway will be completely segregated from cars and pedestrians, helping to create a safer and more enjoyable environment for cycling, especially for the less confident cyclist.



To deliver this piece of infrastructure, part of the road space will need to be re-allocated for the cycleway. In order to meet the required road width, this would mean that the eastbound right-turn filter lane entering Middleton Hall Lane and Nuffield Health and the westbound right-turn filter lane entering Sawyer's Hall Lane would need to be removed.

Crossing improvements will also be considered on Shenfield Road to support those walking and those looking to continue onto an on-road cycleway on Crescent Drive. The locations being considered for a new crossing point are near Wilson's Corner, next to Sawyer's Hall Lane, next to Middleton Hall Lane and next to Crescent Drive.



*The 4 proposed crossing locations shown with arrows*

**We would welcome your views on the Shenfield Road proposals within the survey attached.**

From Crescent Drive to Hutton Road

From Crescent Drive, an on-road cycleway will be signed towards Hutton Road and Shenfield railway station.

As a well-used route, the aim is to create a cycle corridor from Crescent Drive along Worrin Road and York Road, complemented by a 20mph speed limit restriction.

Sawyers Hall Lane

With a number of schools along Sawyers Hall Lane, this is an area we propose to designate as a School Street zone, with measures put in place to help reduce emissions around the school gates and support pupils and parents to walk and cycle more.

This could involve a temporary restriction on motorised traffic, restricted parking, or the creation of park and stride (where cars are parked at a designated location and the final journey to school is made on foot).

There are a number of different measures which can be introduced and will be considered as part of School Streets. Pictured are temporary gates, which are being used in some School Street locations to stop traffic at drop-off and pick-up times.

To make cycling and walking safer, we will review pedestrian and cycle crossing points, specifically looking at where improvements may be required. We will also review pavements and parking along the road, with the aim of increasing the width of the pavements where possible.





A number of potential sites are also being investigated to establish as 'Park and Stride' sites. These are designed to support those who need to drive to drop off or pick up from school.

Parking away from the school and making the final part of the journey to and from school on foot, can help reduce congestion at the school gates and provide some of the health benefits that come from walking.

Options for new cycle and scooter parking sites will be assessed and we will be working with schools to support them in developing their school travel plans and schemes to help promote cycling and introduce schemes such as walking buses (groups of children walking with an adult).

### **Middleton Hall Lane**

As another key school route, it is also proposed to designate Middleton Hall Lane as a School Streets zone, with similar measures to those proposed for Sawyers Hall Lane.

### **Introduction of 20mph roads**

Reducing speed limits on built-up roads can create a safer environment for walking and cycling, while also helping to reduce emissions.

The majority of pedestrian and cyclist casualties happen on built-up roads and reducing speeds can greatly reduce the risk of fatalities. The creation of 20mph roads has also been shown to help increase the level of cycling in an area, thorough creating a safer environment.

A number of 20mph roads are therefore proposed for the residential area shown on the map (broadly the area between Shenfield Road and the railway line, and between Hutton

Road and Ingrave Road), and will also be considered for the proposed School Streets areas.

### (C) Chelmsford Proposals

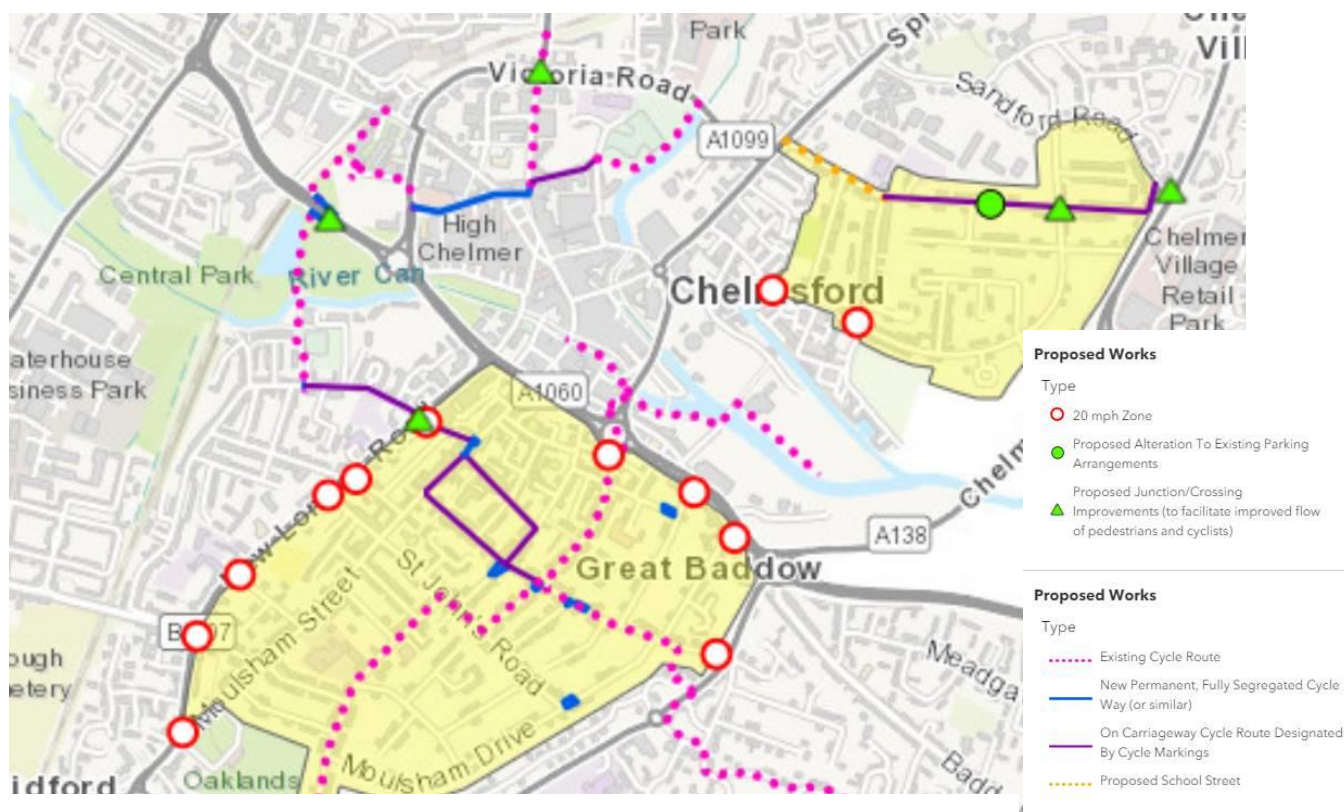
The proposals for Chelmsford will see the improvement of three routes, enabling you to walk and cycle safely between key points in the city, while also creating better connections to the existing cycle network.

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. You can read more on these below.

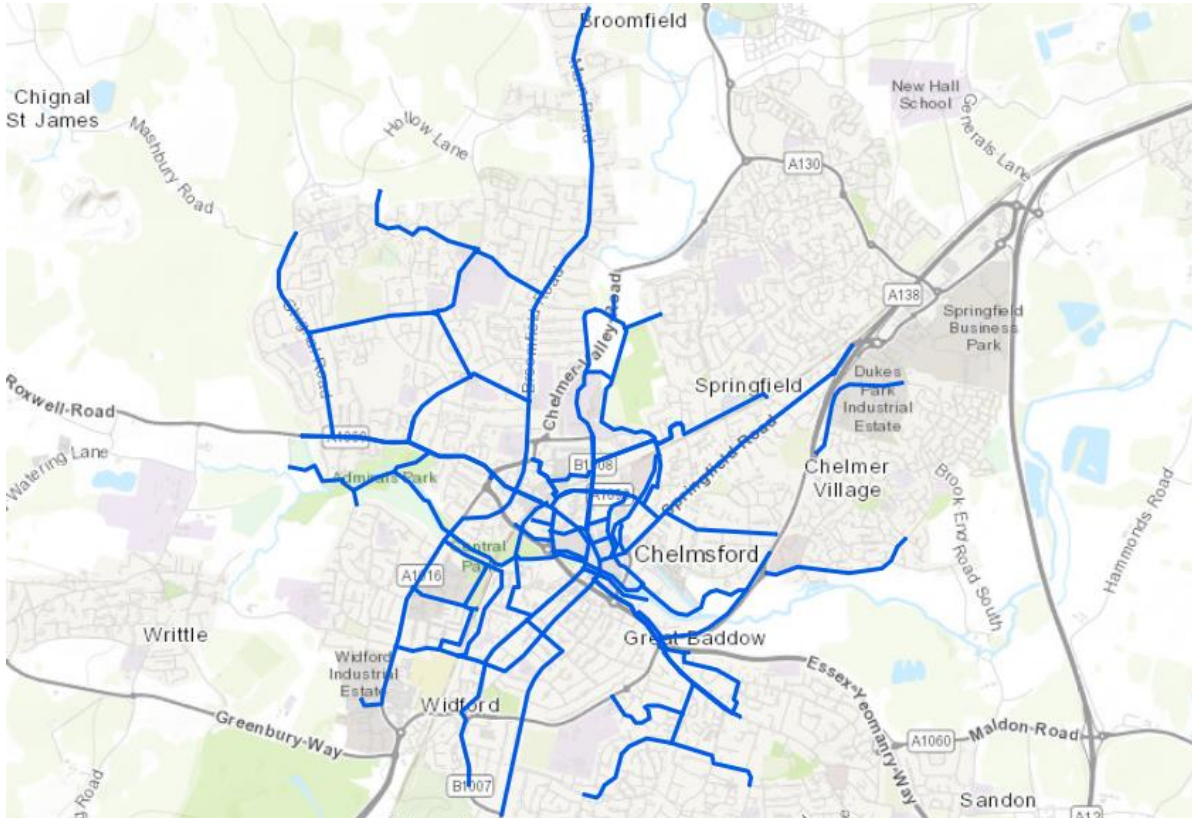
These are journeys which we know are being made by car and, therefore, our proposals will, alongside other measures in the city (as set out in the Chelmsford future Transport Strategy) help tackle congestion, creating a safer, greener, healthier Chelmsford.



Map of Chelmsford proposals

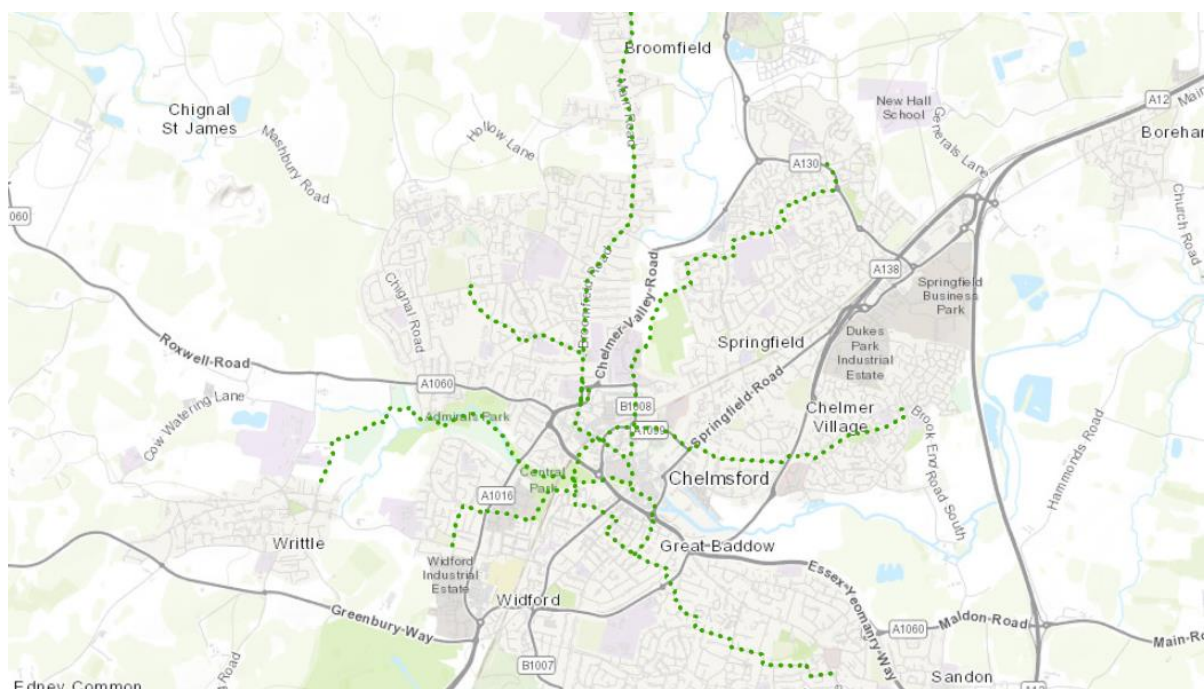
### Connecting routes

The proposed route 1 (Chelmsford Railway Station to Baddow) route 2 (city centre connections) and route 3 (Springfield Allied Estate Liveable Neighbourhood) will connect to the proposed local cycling and walking infrastructure plans (LCWIPS).



### Proposed LCWIP walking routes





## Proposed LCWIP cycling routes

### Route 1: Chelmsford Railway Station to Baddow

#### **Railway station to Central Park**

As a key destination in the city, this route begins/ends at the railway station. From here it follows the existing cycleway to Parkway.

This section falls within the central zone of the Chelmsford Future Transport Network Strategy where we want to encourage and prioritise walking and cycling over car use. At Parkway a new toucan crossing will be installed. A toucan crossing is a signalised crossing that can be used by pedestrians or cyclists.

Located to the southeast of the existing subway, which will remain, the new crossing will provide a safer more direct route across Parkway, improving the line of sight for cyclists and reducing the potential for conflict with pedestrians.

While this may create some additional wait time for drivers on Parkway, the new signals will be sequenced to work alongside other signals on Parkway to minimise this.

#### **Central Park to New Writtle Street (north)**

The route continues through Central Park to the cycleway / footway alongside the Virgin Active Gym on The Meadows, before then turning east onto New Writtle Street (north).



To reduce traffic and enhance safety for cyclists, a modal filter (a measure which allows for cycling and walking but restricts general traffic) will be installed on New Writtle Street (north) to the west of the cycleway / footway between Baker Street and The Meads.

This will then enable the residential area between New Writtle Street, New London Road, Lower Anchor Street and Upper Bridge Road to

become a Liveable Neighbourhood with reduced traffic.

Access by car to destinations to the east of Baker Street will need to do so via New London Road and New Writtle Street.

### **New Writtle Street (north) to Moulsham Street**

Along New Writtle Street (north) on-road cycle markings will be added, with upgraded signals at the New Writtle Street / New London Road junction to create improved priority for cyclists crossing New London Road between New Writtle Street (north) and New Writtle Street (south), along with the introduction of low-level signals for those on bikes. Low-level signals are repeater lights for cyclists that mirror what is displayed by the larger, conventional, traffic signals at junctions.

The route then travels along New Writtle Street (south) with new road markings installed to make it clear to cyclists and drivers that this is a route designated for cycling.



A modal filter will be installed at the end of New Writtle Street (south), at the junction with Moulsham Street.

This will restrict cars from being able to access Moulsham Street from New Writtle Street and also from Moulsham Street to New Writtle Street.

This will reduce the amount of traffic travelling along New Writtle Street (south), while retaining access for people walking and cycling.

This modal filter will also provide the space for those cycling to manoeuvre into the correct position for the next section of their journey as they move between New Writtle Street (south) and Moulsham Street.

### **Moulsham Street**

On Moulsham Street, at the junction with New Writtle Street (south), new signs and lines will make it clear to drivers that they will no longer be able to turn right into New Writtle Street (south) 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 (south).

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.

People cycling along Moulsham Street westbound and southbound to Moulsham will travel on the road, with the traffic flow, to Hamlet Road.

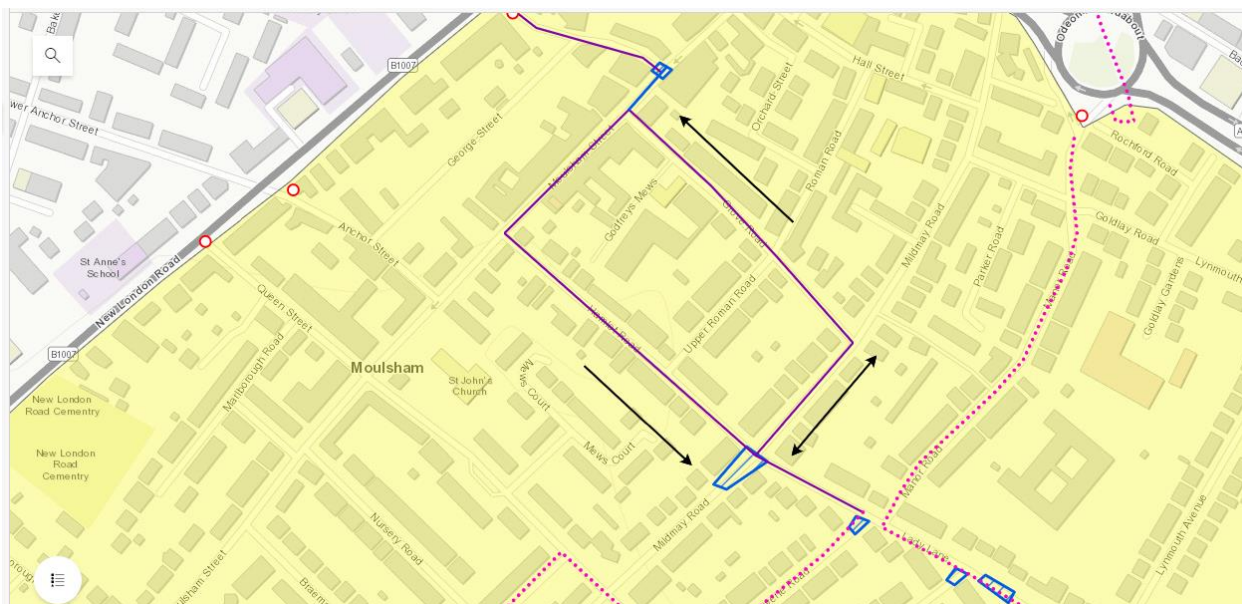


*Artist impression of Moulsham Street*



## Grove Road and Hamlet Road

To help people cycling and reduce the amount of traffic, a one-way 'loop' for all users will be installed along Grove Road and Hamlet Road.



This will see those travelling southbound leave Moulsham Street to join a one-way on-road cycleway on Hamlet Road, before joining Lady Lane.

Those travelling northbound from Lady Lane will travel onto Mildmay Road and then join a one-way on-road cycleway on Grove Road, before accessing Moulsham Street via the new contraflow cycleway.

## Lady Lane to Baddow / Moulsham Liveable Neighbourhood

It is proposed to make the local urban area of Moulsham a Liveable Neighbourhood. Many of our local neighbourhoods are dominated by cars. 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.

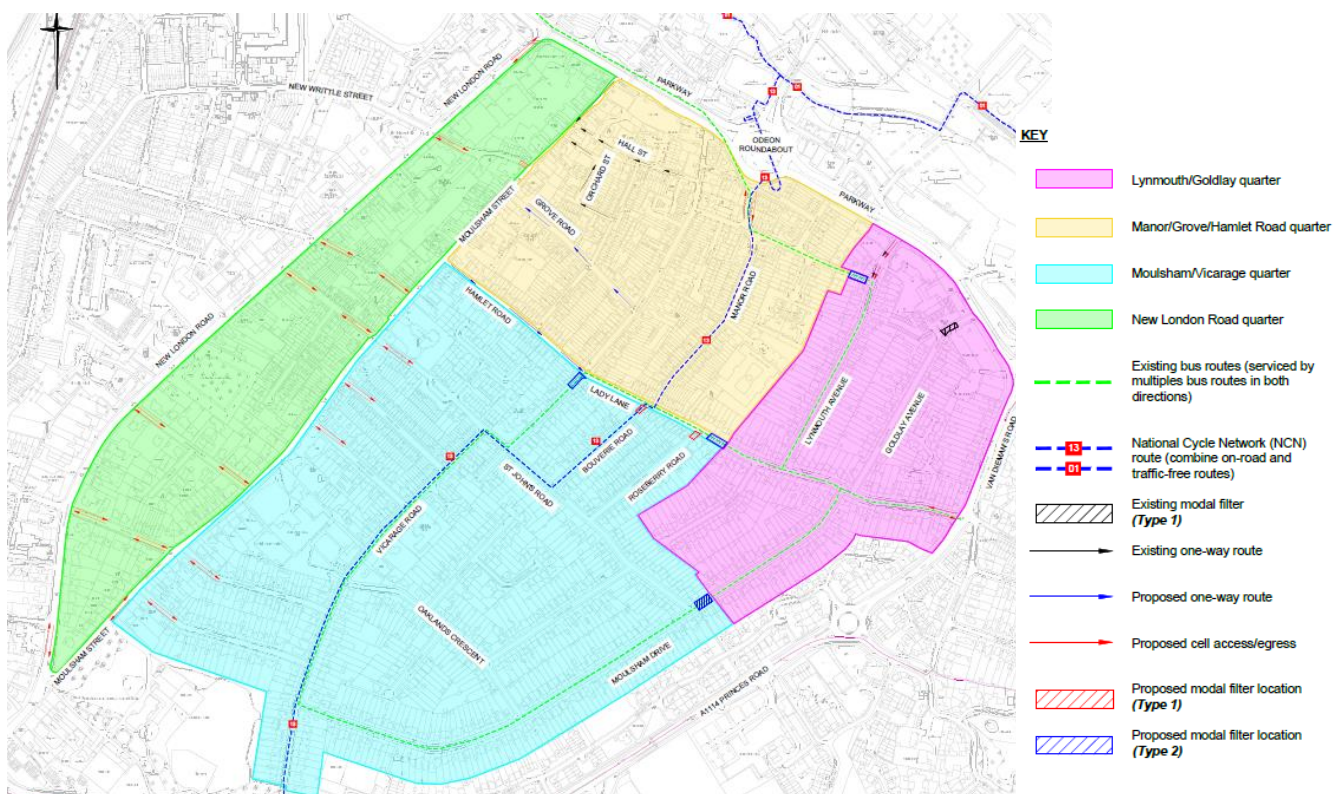
This can see various measures used to prevent residential streets being used as shortcuts, car parks and rat-runs by people from outside the area. We are proposing to do this by creating quarters within the Moulsham area.

### Quarters Plan

This will see residents and businesses 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.

Pedestrians, cyclists, and buses will, however, be able to travel between and within all of the quarters.

Within Moulsham it is proposed to install two types of modal filters, the first allowing walking and cycling and the second – also known as a bus gate – permitting pedestrians, cyclists, and buses.

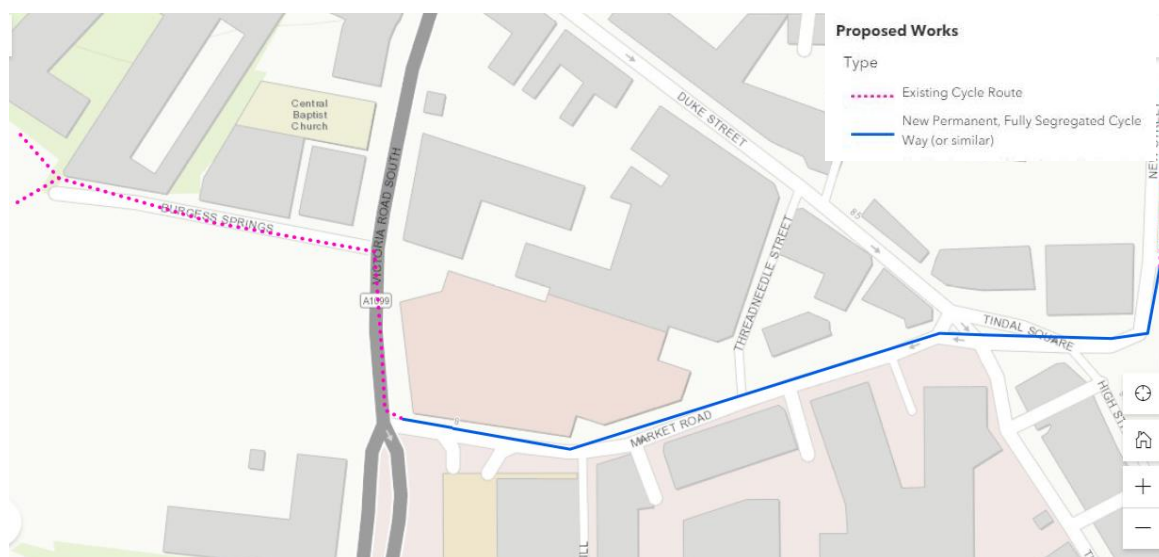


### Moulsham across Van Diemans Road

After Moulsham, the corridor then crosses Van Diemans Road at an upgraded toucan crossing (this is a signalised crossing that can be used by pedestrians or cyclists) and enters the estate where it meets the already established cycleway to Baddow.

Future improvements between Van Diemans and the Army and Navy are being considered as part of the Army and Navy sustainable transport proposals. Consultation on this is likely to take place later this year.

### Route 2: City Centre Connections



## Railway station to Tindal Square

This route starts at Chelmsford Railway Station as a key destination in the city. Utilising the existing cycleway facilities, the route travels via Burgess Springs and Victoria Road South to Market Road.

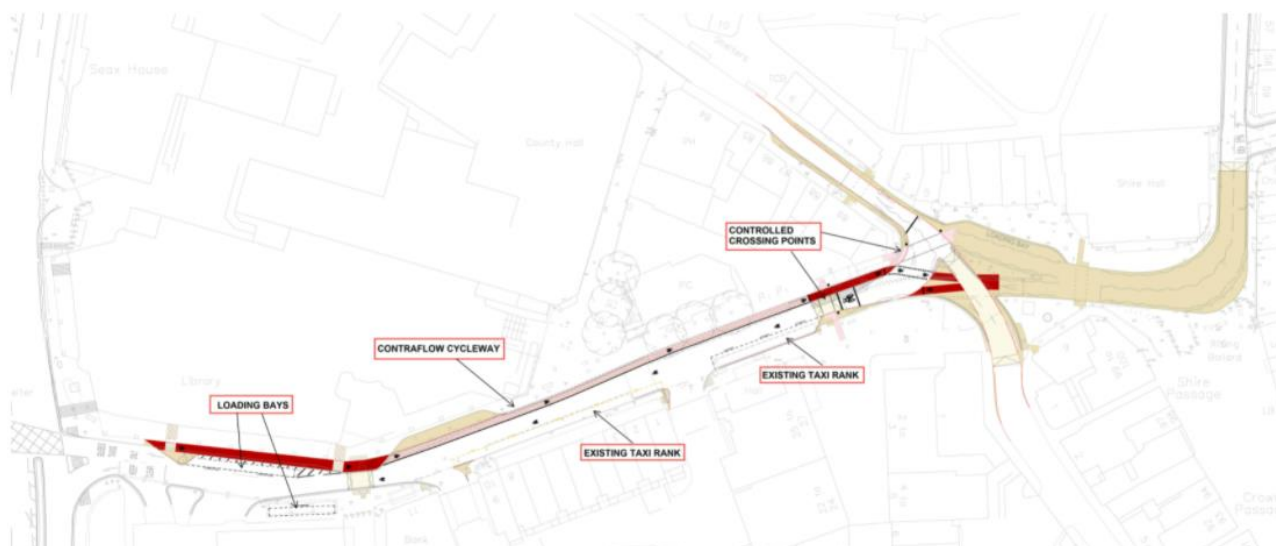
As set out in the Chelmsford City Growth Package consultation, a segregated contraflow (travelling against the traffic) cycleway will be installed along Market Road for people cycling east. For those travelling west towards the station, traffic cycle markings will be installed.

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.

The crossing on Market Road will be linked to the signalised crossing on Duke Street, which will be moved closer to the Market Road / Duke Street junction so that they work as one.



The pedestrian crossing will sit within the middle and the overall signals will be amended to create a cycle phase to provide cyclists with prioritised and safe access across the junction between Market Road and Tindal Square.

## Tindal Square

Essex County Council and Chelmsford City Council are due to deliver a new Tindal Square to improve the top end of the High Street. As part of these works, general traffic is set to be prohibited, with walking and cycling remaining.



Chelmsford City Council's proposed public realm enhancements will complement the active travel measures in this area.



Artist impression of Tindall Square

### **Waterloo Lane to Bunny Walks / Victoria Road**

Continuing along Waterloo Lane, new cycle markings will support cyclists as they travel with the flow of traffic.

Reaching Riverside, the route then connects to the existing Riverside cycleway, allowing people walking and cycling to then either access Victoria Road or cross to the Bunny Walks, which provides an existing route into Springfield or on to Broomfield.

### **Route 3: Springfield Allied Estate Liveable Neighbourhood**

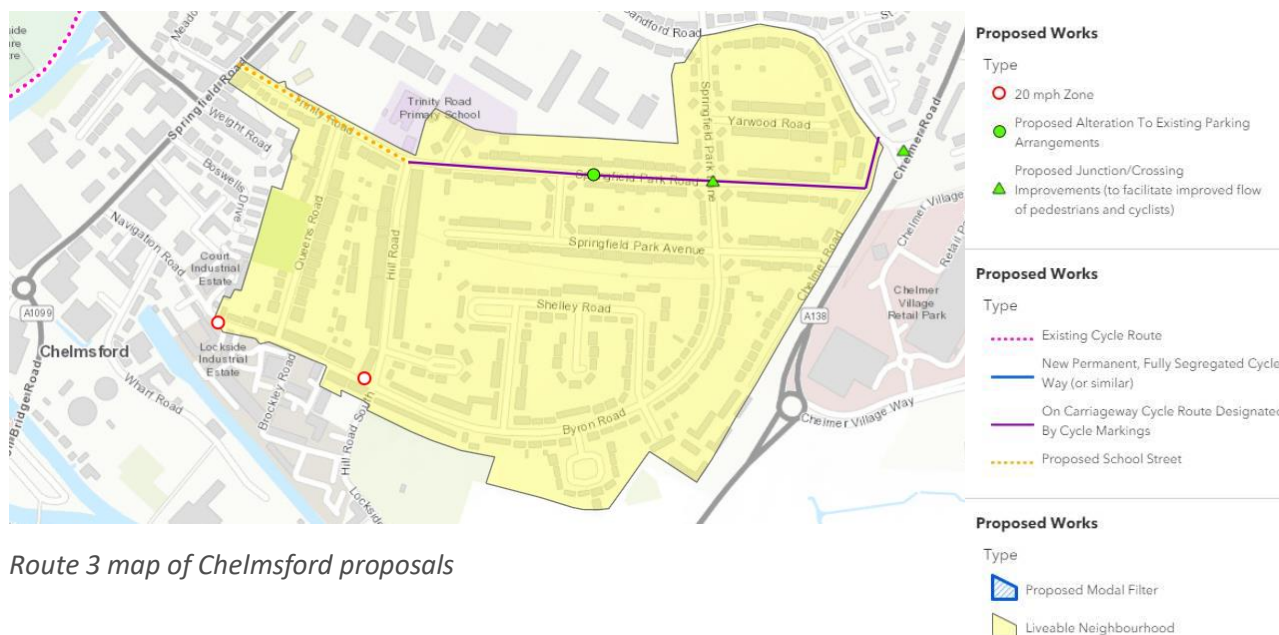
The residential area of Springfield Allied Estate will be designated a Liveable Neighbourhood. This area already benefits from a 20mph zone, but this will be extended along Navigation Road and to Queen's Road. Upgraded signs and lines will be provided throughout to offer a safe environment for those walking and cycling.

### **Chelmer Road/Sandford Road**

Connecting from existing cycleways within Chelmer Village, the Chelmer Road junction with Sandford Road will be improved for cyclists and pedestrian crossing at this point.

### **Springfield Park Road**

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 and the introduction of cycle markings.



Route 3 map of Chelmsford proposals

Changes to the Springfield Park Road / Springfield Park Lane junction will give priority to those moving east/west along Springfield Park Road. Here there will also be further improvements, such as the provision of planters, to support the creation of a Liveable Neighbourhood.



Example of cycle parking

There are a number of pinch points on the footway along Springfield Park Road, especially for those with pushchairs or using a wheelchair. These will be removed with the introduction of planters or cycle hanger storage in place of a parking space to improve the environment for pedestrians and also to provide secure cycle parking for residents.

### Trinity Road School Street

Working with Trinity Road Primary School, parents, and the local community we will be looking to introduce a School Street zone during drop-off and pick-up times.

This could involve a temporary restriction on motorised traffic, restricted parking, or the creation of park and stride (where cars are parked at a designated location and the final journey to school is made on foot).

A description of school streets can be seen at the top of the document.

#### **(d) Colchester Proposals**

The proposals for Colchester will see the creation of two routes helping safer, greener, and healthier walking and cycling between key points in the town.

Travelling from north to south and east to west, the two routes cross in the town centre, enabling a safe and easy access from Lexden Road, Butt Road, East Hill, and the Mile End area into the town centre or on to key destinations such as the station and hospital.

These are journeys which we know are being made by car and, therefore, our proposals will, alongside other measures in the town (such as the proposed Rapid Transit System and future cycling and walking routes) Help tackle congestion creating a safer, greener, healthier Colchester.

**The proposed works for both the North-South network and East-West Network would connect to the Rapid Transit System and the proposed local cycling and walking plans.**



### 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

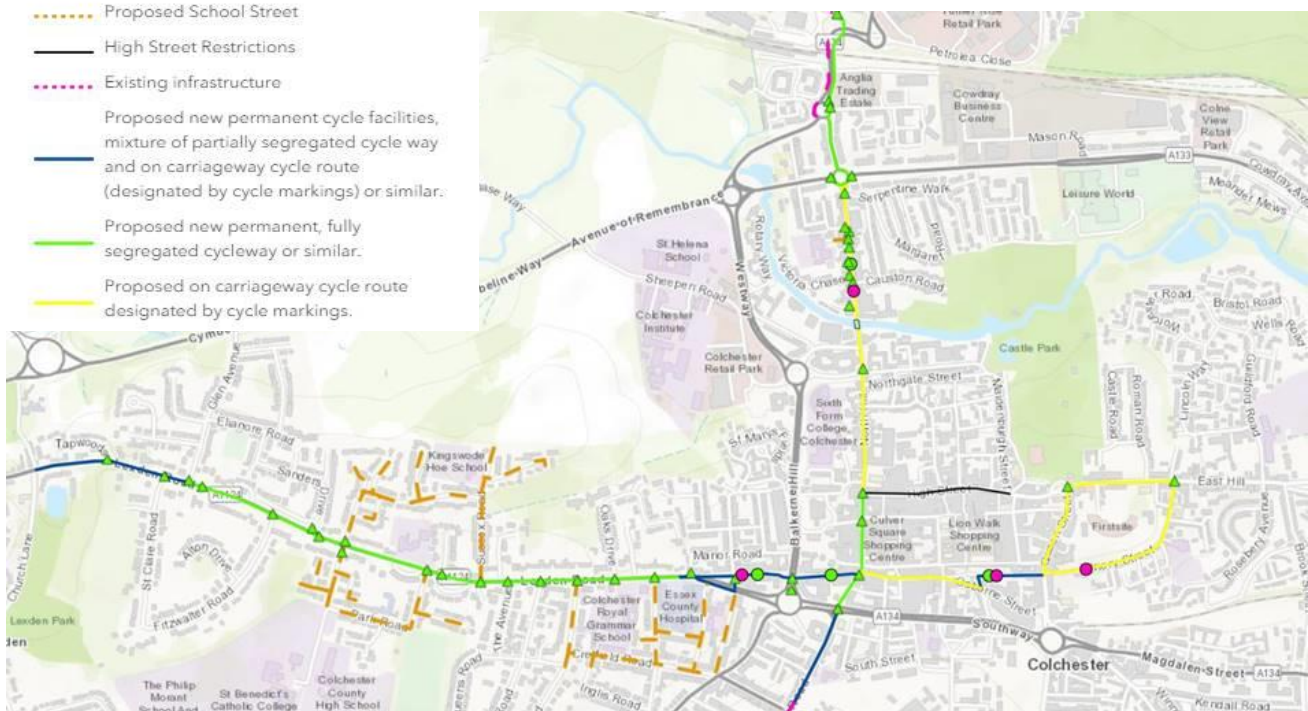
#### Type

- ▨ 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

## Colchester North-South

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 Abbey Field.

The route is designed to help the flow of people across the town and enable access to the wider cycle network in both directions.

### From North Station to Essex Hall Roundabout

To support access into and from the station for cyclists, the existing crossing provisions will be upgraded along this section, with relocation closer to the station's southern entrance being considered.

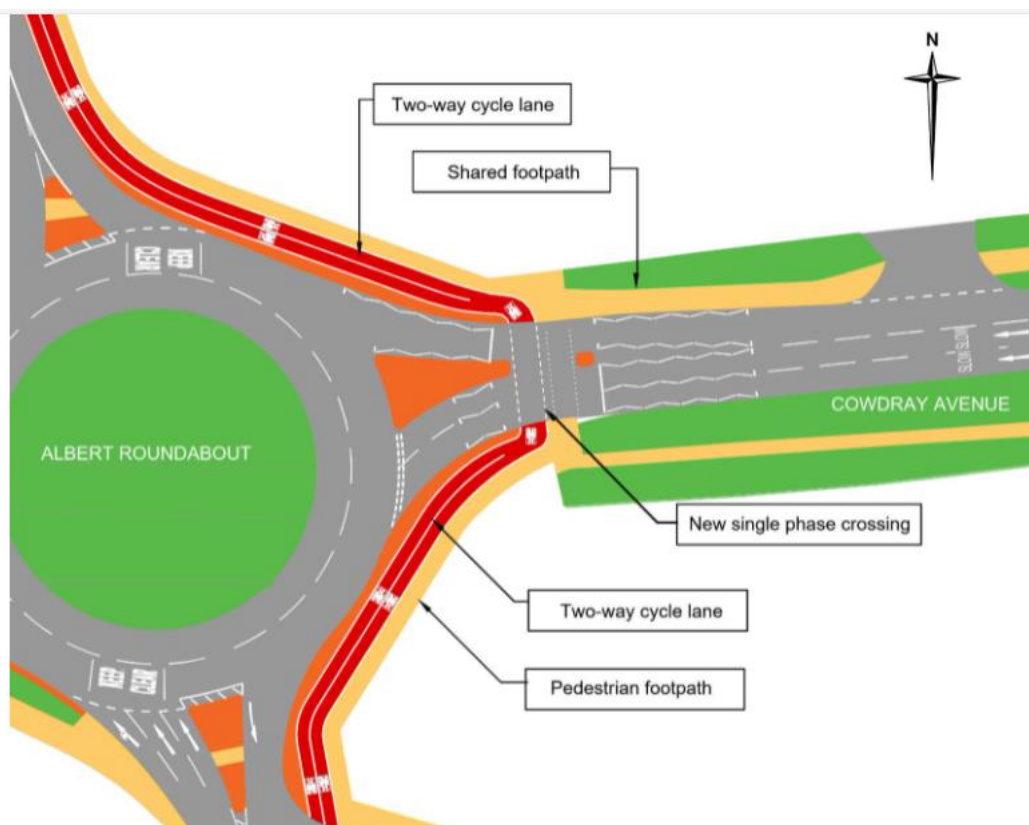
A two-way segregated (separate lane away from traffic and pedestrians) cycleway on the eastern side of the road will be created.

This will see the temporary cycle facility within the former bus lane upgraded to a permanent lane for cyclists.

### **From the Essex Hall Roundabout to Albert Roundabout**

From the Essex Hall Roundabout, the two-way segregated cycleway and footway will continue on the eastern side of the road.

Reaching the Albert Roundabout, crossing improvements will be introduced.



The existing dual staggered toucan crossing (signalised crossing which can be used by pedestrians or cyclists) on Cowdray Avenue will be changed to a 'straight-across' signal-controlled crossing with segregated cycle and pedestrian crossings.

This will help cyclists to cross without having to dismount, while also helping ensure that we maintain safety by keeping cyclists and pedestrians apart.

### **From the Albert Roundabout to Serpentine Walk**

Connecting the Albert Roundabout to the northern part of the town centre, the two-way segregated cycleway continues on the eastern side, along with a pedestrian footway. Improved crossing points will allow access to the cycleway at this point, including from the west.

### **From Serpentine Walk to Causton Road**

The focus in this section of North Station Road is on investing in the look and feel of this part of the town, as well as making it safer to walk and cycle.



Improving the public realm by increasing footways, with planting and seating areas, will create a more attractive neighbourhood environment, while reduced speeds and cycle parking will support cyclists.

Parking/loading provisions will be retained with formal bays created along with accessible/disabled parking spaces.

### **From Causton Road to Middleborough**

Along this section, the widened footway will continue over the river bridge. To support the reduction in traffic and aid cyclists using this as a through route it is proposed to create a one-way 'bus gate'. A section of road restricted to all traffic except buses and cycles, this will reduce general through-traffic travelling north from the Middleborough end.

Access to enter/exit North Station Road at the northern Albert Roundabout end will be fully retained and all vehicles will still be able to exit southbound on Middleborough as they currently do. Existing parking/loading provisions will also be retained in this section.



Narrowing the carriageway over the river bridge to increase the width of the pedestrian footways will create a gateway feel to the area, as well as improve safety for pedestrians.

### **Along Middleborough to St Peter's Street**

Travelling along Middleborough to St Peter's Street cyclists will continue to travel on road, while the pedestrian footway width will be increased to support those walking along this section. The signal-controlled lights will be modified to provide more time for pedestrians and cyclists.

Provision will also be made to introduce a right turn to support cyclists travelling from St Peter's Street into Middleborough, to reach North Station Road.

### **North Hill**

Because of the limited space available along North Hill, the existing layout will remain. Loading and disability parking spaces will also be retained.

To support the ethos of creating a safer environment for increased levels of cycling and walking, a 20mph speed restriction will be put in place along this street.

### **High Street**

To enable greater social distancing and provide more space for pedestrians, last year we introduced a temporary restriction on traffic on the High Street, except for buses, taxis, permit holders, blue badge holders, delivery drivers, cyclists, and motorbikes.

The vast majority of traffic using the High Street is doing so to access other roads and parts of the town and, while Colchester High Street has wide footways, removing cars has made it a better experience for pedestrians, helped increase safety for cyclists, supported a move to improved air quality and generally reduced traffic from the central area of Colchester town.

Going forward we intend to retain restrictions on the High Street, but on a part time basis between specified hours and days – e.g., Monday to Saturday 7am to 7pm. By doing this we will continue to restrict traffic during the busiest peak periods of the day, but during the evening and nighttime periods allow access when these are most beneficial to support local traffic movements and the night-time economy.

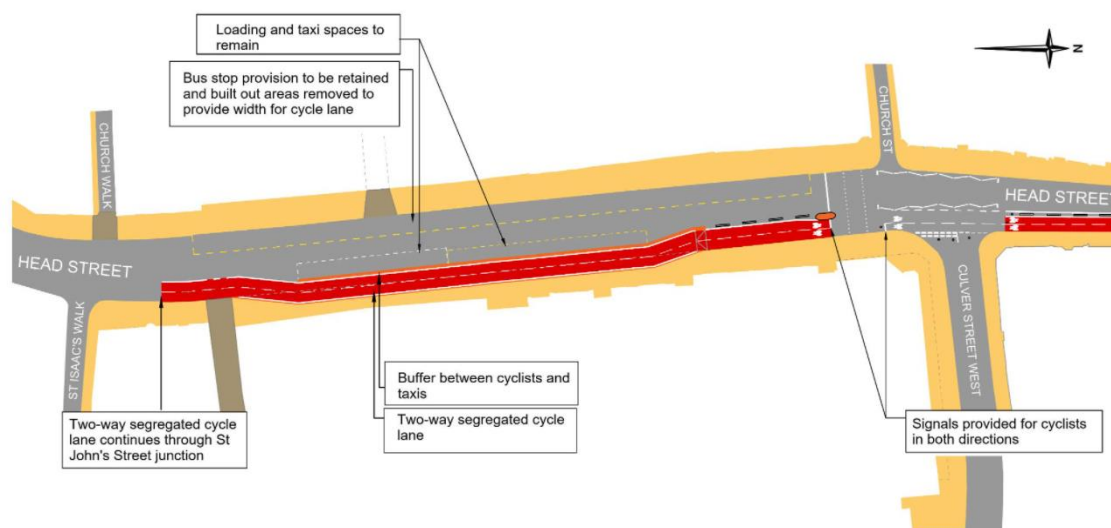
We will also be looking to retain the bollards installed at the junctions with West Stockwell Street, East Stockwell Street, George Street and Maidenborough Street, to continue to protect the Dutch Quarter from through traffic.

As part of the ongoing engagement on this, we will be working with the local business community. Any retention of the current and proposed High Street restriction is subject to a 'Traffic Regulation Order' statutory consultation, a legal process required to bring any changes permanently into law. It is proposed this process will be undertaken in the Autumn this year.

## Along Head Street to Crouch Street

The layout of the signals at the junction between the High Street and Head Street will be altered to introduce time for cyclists at the signals.

In a southerly direction, the temporary two-way segregated cycleway will be made permanent, with the road space reduced.



The two-way segregated cycleway will continue along Head Street until it reaches the Crouch Street / St John's Street junction. Loading bays, taxi and bus stops will be retained.

At this point the north–south route intersects with the east-west route.

To facilitate cyclists travelling in all directions, the traffic signals will be modified specifically for cyclists.

## From Crouch Street to Southway

The two-way segregated cycleway will continue along Headgate until it reaches Southway. The signal-controlled junction on Southway will be modified for cyclists crossing on Butt Road, with an 'at-grade' (road level) crossing installed.

The right turn movement from Southway to Headgate will be removed to create the space to enable this improvement. All other traffic movements will be retained.

Being able to safely cross Southway will enable significantly improved access to the highway network on the southern side, travelling to Maldon Road to the west and Abbeygate subway and St Botolph's to the east.

## From Southway to Beaconsfield Avenue (Butt Road)

The proposal along this section of the route is to enable two-way cycle access within the Butt Road area, through amendments to one lane.

This will enable cyclists to leave the North-South cycle corridor and access the wider cycle network.

#### 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

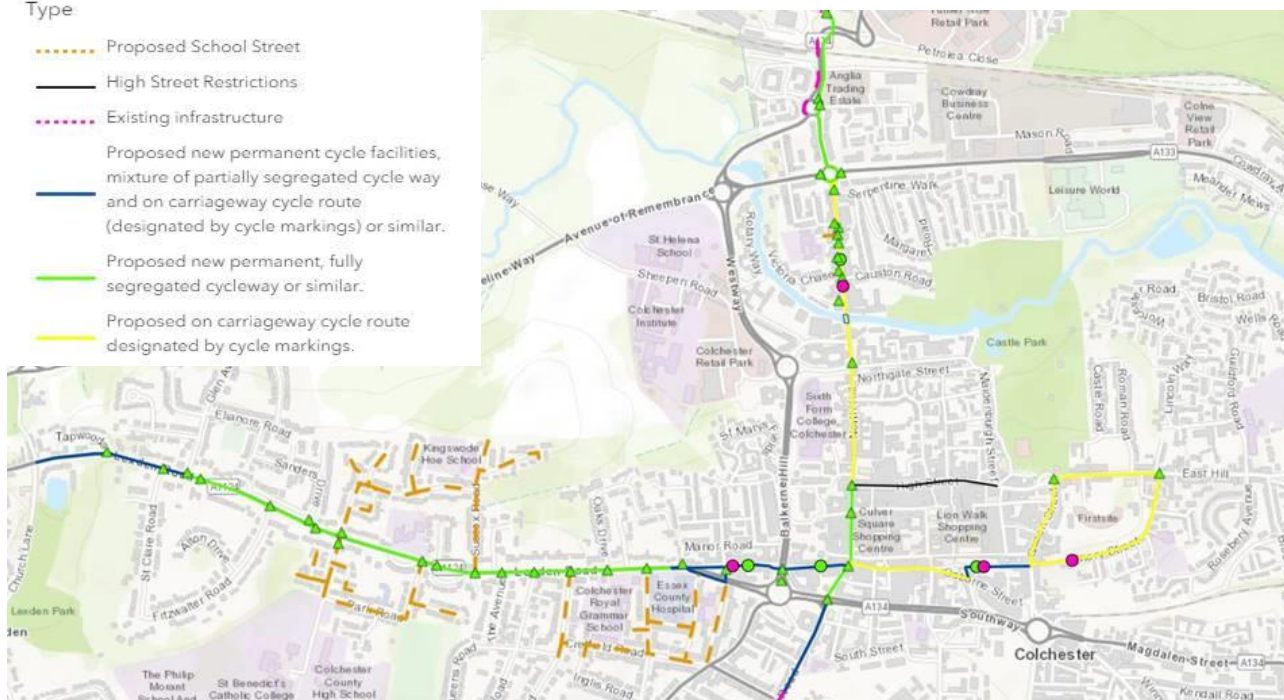
##### Type

- ▨ 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

## Colchester East-West

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



Cycle provision from the western side of the town was referenced by a number of people in the recent Colchester Future Transport Strategy survey and offers a good opportunity to enable people to more easily make short trips that they would normally make by car.

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

### **From Spring Lane to Glen Avenue**

The east-west route (starting from the west) begins on Lexden Road at Spring Lane with the installation of a segregated cycleway heading east.

Designating space especially for active travel and allowing cyclists and motor vehicles to travel without having to interact can significantly reduce the potential for accidents and create a safer environment for road users.

Raised tables (a section of road raised to the level of the footway) will also be installed on side road junctions to improve pedestrian accessibility and safety.

### **Floating bus stops**

Along Lexden Road we are investigating the potential to install 'Floating bus stops' where space and infrastructure support this.

Floating bus stops have been a common sight in many European cities for some time and in recent years have become more common in the UK in a number of towns and cities.



They provide a way to enable buses, bus users and cyclists to travel safely and maintain separation.

The bus stop will effectively float (giving it its name) into the road, turning the layby into the bus stand, with the new cycleway running between the footway and the bus stand.

This means that buses will not need to cross into the cycleway at stops.

### **Lexden Road – Glen Avenue to Crouch Street West**

Continuing along Lexden Road the existing advisory cycleway will be upgraded to continue the provision of a segregated route. At this point, westbound segregated provision will also be provided.

Raised tables (where a raised section of road is created to bring it to the level of the footway) will be created at side road junctions and again, where it is viable, we are considering floating bus stops along this section of the route.

Moving beyond Glen Avenue it is proposed that crossing points/islands will be reviewed and replaced with more formalised zebra (pedestrian crossing with black and white lines) or toucan crossings (signalised crossing which can be used by pedestrians or cyclists).

The existing pedestrian island to the east of Glen Avenue also needs to be removed to implement the cycleway. To replace this, we will look to provide a new zebra crossing within the vicinity.

The existing puffin crossing (signalised pedestrian crossing), west of Lockhart Avenue will also be converted to a toucan crossing, enabling cyclists to cross the road without having to dismount as they would at other types of crossing. The existing zebra crossing, west of Oaks Drive will be retained.

### **Crouch Street West to Balkerne Hill**

As the east-west route moves to the town centre, it will cross Rawstorn Road where we are assessing how the existing crossing can be improved for the benefit of both pedestrians and cyclists to create a safer crossing point.

On entering Crouch Street West, westbound cyclists will travel on the one-way road going with the traffic flow, while the cycleway provision will continue eastbound, with a new segregated contraflow (going in the opposite direction to traffic).



As a gateway into the town centre, investment into Crouch Street West aims to create an enjoyable environment for pedestrians, improving the public realm and developing a destination feel to the street.

This will 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. A review of the existing parking permit bays on Rawstorn Road is proposed to see if there is the opportunity for time-limited general parking during the day.

### **From Balkerne Hill to Crouch Street East**

Coming to the end of Crouch Street West the cycleway will become two-way. Reaching Balkerne Hill, the existing pedestrian crossing - which is staggered in two sections, will be replaced with a single crossing straight across the road. This will provide a segregated pedestrian and two-way cycle crossing.

To create this, we need to fill in the subway and create the new cycle crossing on this line.





Realigning the pedestrian crossing across Balmerne Hill will aid cyclists through creating a single crossing that gives a clear line of sight from Crouch Street West to Crouch Street East, allowing cyclists to travel safely across what is a major road without having to deviate from their route.

The new crossing will provide a better crossing for pedestrians, with improved space and accessibility as it joins directly onto a wide paved area on Crouch Street East.

Traffic signals will be provided on the A134 Balmerne Hill southbound entry to the Maldon Road Roundabout. Traffic modelling has shown that signal control on this entry will benefit the flow of traffic at the roundabout and queuing on the entries to it as part of other key changes under the scheme proposals, which includes adding cycle facilities to the Southway/Butt Road/Headgate junction and to the Balmerne Hill crossing at Crouch Street. The roundabout signals will also help to mitigate traffic queuing back through the Balmerne Hill crossing.

### **From Crouch Street East to Headgate**

Heading along Crouch Street East the segregated contraflow cycleway will continue (going in the opposite direction to the traffic – cyclists travelling in a westerly direction will continue with the traffic flow).

Both the northside footway and contraflow eastbound cycleway will be widened for the majority of the length of Crouch Street East (narrowing back to existing widths at Headgate), until it reaches the Headgate junction where it meets the north-south route. As with Crouch Street West, a 20-mph restriction will be in place.

Parking will be moved to the south side of the road, while existing loading bays will be retained. Bus stops along the street will remain in the same location.

### **From Headgate to St John's Street**

The junction of Crouch Street East, Headgate and St John's Street is the meeting point of the two new routes and all cyclists approaching the junction may wish to proceed ahead, left or right.

As set out earlier, it is important to create a safe environment for north-south cyclists travelling along Headgate / Head Street and eastbound cyclists from Crouch Street East. To provide this, the operation and layout of the existing signal-controlled junction will be modified so that each cycle route is separately signalled.

While this will increase the overall light phasing times, meaning a slightly longer wait for vehicles, this reflects the increasing importance placed on active travel measures within the town centre area. Treating cycles as vehicles and putting in place appropriate signalling will help to ensure the safety of all road users is maintained.

### **From St John's Street to Vineyard Street**

Along this section, the former bus gate (a section of road blocked off to all traffic except buses, cycles, and taxis) will be reinstated at the junction of St John's Street, Osborne Street and Stanwell Street, with a 20mph restriction in place.

The road will return to two-way running and the socially distanced shared space created in the carriageway (created under the Government pandemic restrictions) will be removed.

The 20mph speed limit will be retained and cyclists will travel on the road for this section of the route, before entering Vineyard Gate via a new access created to the east of the Brewers Arms public house. This will replace the current sub-standard shared route with pedestrians passing behind the Brewers Arms.

Continuing along a proposed new segregated cycle link through the existing car park area, cyclists will be able to benefit from additional cycle parking within the car park or continue on the existing cycleway to Vineyard Street.

### **From Vineyard Street to East Hill**

Leaving Vineyard Street, those travelling east will join the one-way Priory Street (proposed additional cycle parking within the existing car park) allowing them to reach East Hill, where they will be able to join the wider network.

While not suitable for a segregated cycleway, the on-road provision will be supported by the introduction of a 20mph restriction.

For those travelling from East Hill in a westerly direction, it is not possible to create a route travelling down Priory Street due to the narrowness of the road.

Therefore, they will instead head westbound along the High Street before turning south into Queen Street and then west on Vineyard Street.

This area will benefit from a 20mph speed limit and improvements to the corner of High Street and Queen Street to make this route safer for cyclists.

## Introduction of 20mph roads

Within the town, there are several existing 20mph roads. In 2020, new temporary 20mph limits were put in place to support walking and cycling in the town centre. To support the proposed new walking/cycling upgrades, we are now proposing to extend this scheme further by:

- Limiting speeds from the North Station area into Mile End and Bruff Close to tie in the proposed walking/cycling upgrades (recognising that the area of the A134 and A133 are strategic routes and returning these back to 30mph speed limits where appropriate).
- Extending the east-west route through to East Hill.
- Extending through the Crouch Street area.
- Extending the north-south road route through to Butt Road.

Reducing speed limits on built-up roads can improve safety and help encourage more active travel. The majority of pedestrian and cyclist casualties occur on built-up roads and reducing speeds can greatly reduce the risk of fatalities.





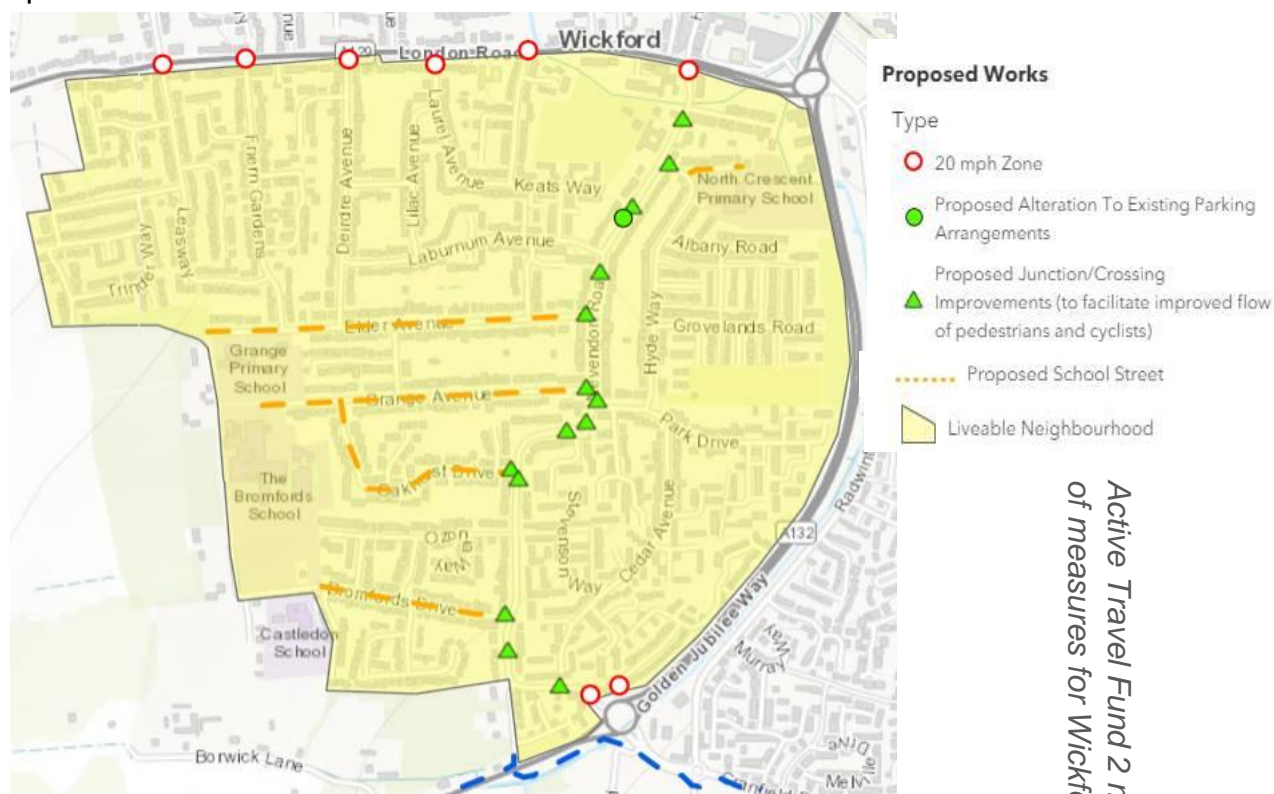
## (e) Wickford Proposals



Links to walking and cycling  
LCWIP routes

### Nevendon Road

Along Nevendon Road and the surrounding area we propose to introduce a 20mph speed restriction.



Active Travel Fund 2 map  
of measures for Wickford

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 signs and road markings at each end of the street will support this and give a 'gateway' feel.

Travelling along the road, new raised zebra crossings (an area of road painted with broad white stripes, where vehicles must stop if pedestrians wish to cross) will be located near to Browning Drive, Bromfords Drive, Oakhurst Drive, Park Drive and Wick Drive, providing improved crossing points for pedestrians and helping ensure cars maintain a low speed.

Elsewhere along the road, existing traffic islands will be reviewed and upgraded where required.

To support people on bikes, cycle symbols will be added to the road to emphasise the presence of a cycling route.

And, while parking along the road will be retained, waiting restrictions will be introduced near the fire station.

We will also look at the potential for double yellow lines (no waiting at any time) on Laburnum Avenue itself.

### **School Street zones**

Within the Nevendon Road area, Elder Avenue, Grange Avenue, North Crescent, Oakhurst Drive and Bromford's Drive will all be designated as School Streets (Shown in Orange).

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, and we will be working with local schools and the surrounding communities over the coming months to explore these plans further.

School Streets can include measures such as:

- 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.
- modal filters (restricting vehicles but allowing cyclists).
- short windows when the road is closed to traffic.

Pictured are temporary gates, which are being used in some School Street locations to stop traffic at drop-off and pick-up times.

### **Introduction of 20mph roads**

In the Nevendon Road area there are several proposed 20mph roads. Reducing speed limits on built-up roads can have a significant safety benefit and help encourage more active travel.

The majority of pedestrian and cyclist casualties happen on built-up roads and reducing speeds can greatly reduce the risk of fatalities.