

Appendix A: Responses and actions in response to the representations from Objector 1

Representation from Chairman of Chelmsford Cycling Action Group	Response
Where crossing the car park exits and Bellmead, the cyclepath should be routed further away from Victoria Road so that it is not blocked by a car waiting to enter the main traffic stream. The path should be on a raised table to make it more apparent that cars should proceed slowly and be ready to give way.	The cycle route will need to go on a reasonably direct line to provide continuity of the route for cyclists to take the most direct line and not be deviated further back into the car park access on an irregular route. There will be give way lines behind the cycle route, the route will have edge markings and there are to be cycle ahead warning signs, which will inform drivers that cyclists will be passing through and they should aim to wait behind the cycle route. A raised table is not recommended as this route is used by buses entering the market bus stops area and a raised table would create a very uncomfortable ride for bus passengers as well as introducing drainage issues and a maintenance liability. At Bellmead, the dropped kerbs have been extended into the junction, providing room for cyclists to move behind a waiting vehicle, when necessary. A raised table is not recommended as the road is on a curve and a raised table would create a very uncomfortable ride for vehicle drivers as well as introducing drainage issues and a maintenance liability. Due to the good visibility and the close proximity of the junction, vehicle speeds are expected to be low.
Where crossing Market Road, the cyclepath should be routed further away from Victoria Road so that it is not blocked by a car waiting to enter the main traffic stream.	The cycle route will need to go on a reasonably direct line to provide continuity of the route for cyclists to take the most direct line and not be deviated further back into Market Road on an irregular route. Having cyclists cross Market Road further from Victoria Road South would introduce a potential conflict with buses exiting the market bus stops area.
At Burgess Springs, the dropped kerb should be widened to give more space to avoid conflict with pedestrians. There should be a cycle logo on the carriageway near the dropped kerb to make it clear where cyclists are expected to turn south across the bellmouth. A direction sign to the city centre should be added to the wayfinding post.	The dropped kerbs at the entrance to Burgess Springs will be reconsidered and extended as appropriate once the bellmouth is adopted by ECC (this is currently part of the private development) or sooner if this can be done by agreement with the developer. A cycle logo will be included on the same basis. Direction signage has been added along the length of the scheme.