

Chelmsford City Growth Package: New Street, Chelmsford CMA Decisi

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

| Objections / representations from Objector 1 | Project Team Response |
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| <p>1. The scheme should make provision for cyclists from Marconi Road southbound on the west side of New Street to the crossing.</p> <p><i>Additional comments from the objector dated 8th November 2019:</i> The Cycling Strategy states the cycle network will cater for all users and abilities. It seems contrary to provide a cycle crossing and then say cyclists on a desire line to/from schools should ignore it and cross two-way traffic without any assistance.</p> | <p>Initial response: Cyclists exiting from Marconi Road join the southbound hybrid cycle lane on the opposite side of Brook Street.</p> <p><i>Additional response following additional comments:</i> The scheme provides for eastbound and southbound cyclists along New Street and is wishing to head east on Marconi Road heading to join the crossing.</p> |
| <p>2. The parallel crossing should be relocated nearer Marconi Road so that it is not such a long detour from the desire line between Brook Street and Marconi Road towards King Edward School, County High School, Melbourne etc.</p> <p><i>Additional comments from the objector dated 8th November 2019:</i> Making the "east-west" cycle route from Brook Street via Mill Yard is an unnecessary detour. The location of the crossing was agreed for a signal-controlled crossing which has less flexibility than a crossing without signals as now proposed.</p> | <p>Initial response: The requirement for the crossing of the CCGP New Street scheme to reduce abortive movements. The "east-west" cycle route is via Brook Street and Mill Yard.</p> <p><i>Additional response following additional comments:</i> The requirement for the crossing of the CCGP New Street scheme to reduce abortive movements. The "east-west" cycle route is via Brook Street and Mill Yard. The requirement for the crossing of the CCGP New Street scheme to reduce abortive movements. The "east-west" cycle route is via Brook Street and Mill Yard.</p> |
| <p>3. The cycle lane alongside the shops is too narrow and too close to the parking bays, which are also too narrow for vans and SUVs, perpetuating a risky situation, including vehicle doors hitting cyclists. The parking bays should be widened and a buffer strip added, or the cycleway should be on the footway side of the parking. There is evidence that narrow lanes result in close passes by drivers, which is intimidating and unsafe.</p> <p><i>Additional comments from the objector dated 8th November 2019:</i> The current parking bay is already 2 metres wide and the plan does not appear to show a 0.5 metre buffer zone. The traffic carriageway will be narrow in that area, and cyclists keeping away from the parked vehicles will be at risk of close passes.</p> | <p>Initial response: The parking bay is being moved to the footway side of the parking, widening the buffer zone of 0.5m and parking bay of 2m.</p> <p><i>Additional response following additional comments:</i> Reducing the footway width, the parking bays can be moved to the footway side of the parking, widening the buffer zone of 0.5m and parking bay of 2m. The gap included before the advisory cycle lane is positioned before the parking bays. The situation through this section of highway is not easy but by the scheme the situation is improved overall.</p> |
| <p>4. The cycle/footway should be on a raised hump/table across side roads to make it more apparent that drivers should proceed slowly and be ready to give way. This is now standard practice in London and other towns. If cyclists keep having to lose momentum giving way, many will choose to stay on the main carriageway, resulting in adverse reaction from some drivers.</p> <p><i>Additional comments from the objector dated 8th November 2019:</i> The main problem is not vehicles exiting the side road, it is vehicles approaching at 30mph from behind cyclists before turning into the side road.</p> | <p>Initial response: Cyclists travelling along the new cycle lane will be able to see the red vehicle lines and give way. The red vehicle lines are located prior to the cycle lane to aid visibility.</p> <p><i>Additional response following additional comments:</i> The visibility of cyclists in front of them and have every opportunity to give way. It is not possible to put the cycle lanes on raised tables across side roads as this would mean that a side road table would extend across the main carriageway, giving a false sense of security.</p> |

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| <p>5. There should be direction signs to King Edward School, Rail Station, Melbourne, Springfield and Broomfield.</p> <p><i>Additional comments from the objector dated 8th November 2019:</i> There is no apparent reason not to sign the most direct cycle route to Melbourne.</p> | <p>Initial response: There are proposed direction signs to King Edward School, Rail Station, Melbourne, Springfield and Broomfield.</p> <p><i>Additional response following additional comments:</i> Those heading for Melbourne are likely to know the route.</p> |
| <p>6. Proposals in the Notice and Plans do not seem deliverable from observations on site.</p> <p><i>Additional comments from the objector dated 8th November 2019:</i> There is insufficient moving of kerbs to mitigate narrow cycle lanes experiencing close passing on narrow traffic carriageways.</p> | <p>Initial response: Kerb lines are being moved to facilitate cycle lanes.</p> <p><i>Additional response following additional comments:</i> available highway width in New Street.</p> <p>The cycle lanes will be between 1.8m and 2m in width. The kerb lines will be 1.5m wide. This is considered to be acceptable.</p> |

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ad wishing to access Brook Street are able to turn right out of the road and
site side of New Street via the 25mm transition kerb and then turn left into

ts from objector: The scheme is predominantly looking to improve north
incorporating a useful crossing from Springfield to the Rail Station. Cyclists
wards Brook Street can easily divert through the new development and

is part of the adjacent Marconi development and is being installed as part
ive works. As such the location is set and previously agreed. The signed
ll Yard through the new development, the crossing is located for this

ts from objector: Additionally, if it was considered desirable, it is unlikely
rth on New Street due to the abundance of statutory undertakers
sums of money to divert and alter the scheme programme to such an
gether. A crossing which links Brook Street with the lightly trafficked
sidered to be the appropriate solution.

further back towards the shops to facilitate an advisory cycle lane of 1.5m
width.

ts from objector: The highway is narrower along this section but by
be moved back and be provided slightly wider than existing and a 0.5m
sitioned. Catering for buses, cyclists and pedestrians in both directions
minimising the carriageway width, speeds will be contained and the

cycle lanes do not need to give way to vehicles exiting the side roads, the
ycleway along with appropriate warning signage. The cycleway is coloured

ts from objector: Vehicle drivers intending to enter side roads have good
/ opportunity to take their manoeuvre safely, waiting for cyclists as

ables across the side roads as they run in front of the kerb line which
out into the main carriageway of New Street. Enabling cyclists to maintain a
ing them priority over vehicles is considered to be the appropriate solution.

ns to the Rail Station, Springfield, Broomfield, City Centre and the

ts from objector: This caters for the majority of popular cycle destinations.
nat it can be reached by following Broomfield signage.

cilitate the increased width of the cycle facilities.

ts from objector: The proposed layout is considered the best use of the

width with the exception of the advisory section outside Salmon Parade
adequate width for a one way cycle corridor.