

The Essex County Council (Chelmsford City) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) (Amendment No.78) Order 202*
Proposed upgrade of Zebra Crossing to Toucan Crossing on Pump Lane
Proposed implementation of 'Cycle Track' (with right of way on foot)
on Pump Lane and Crocus Way
Proposed Traffic Calming on Mayne Crest

STATEMENT OF REASONS

As part of Essex County Council's (ECC) Safer, Greener, Healthier initiative, funding was secured from the Government's Active Travel Fund 4 (ATF4) in May 2023 to deliver 10 schemes across Essex. Chelmsford Local Cycling and Walking infrastructure Plan Route 3 (LCWIP 3) is one of these schemes. The goal of these routes is to create more connected and high-quality walking and cycling routes that support future growth and offers highway users more sustainable and safer alternatives to car travel — especially for shorter local journeys.

During development of the LCWIP 3, early public engagement was completed during Autumn 2023 and covered the whole route from the city centre to Beaulieu Park. Consultees were invited to provide feedback on the whole route and not just this section of Pump Lane. Following this early engagement, a prioritisation exercise took place to identify the most deliverable and immediately beneficial sections of the overall LCWIP 3 route that are within the funding available to ECC. Following a construction feasibility, cost benefit analysis and subsequent discussions with the funding body, Active Travel England (ATE), it was agreed to deliver the Pump Lane crossing section of the route, with other sections of the route to be delivered when further funding becomes available.

An informal community and stakeholder consultation was undertaken on the Pump Lane crossing section of the route during June / July 2025. This sought views on the conversion of the existing footpath between Pump Lane and Mayne Crest into an unsegregated shared pedestrian / cycle track using powers conveyed by the Cycle Tracks Act 1984.

Many respondents to the consultation expressed broad support for this scheme as demonstrated by responses to Q1 "*What do you think about our plans for the improvements?*" - Respondents were given a choice of three 'tick boxes' to answer this question. Tick box 1 - it will make walking and cycling safer. Tick box 2 - I would consider using the route. Tick box 3 - I have concerns, - please tell us in the text box below. Each respondent had the opportunity to tick one or all of the 'tick boxes'. Of the 128 respondents, 81 respondents indicated that the proposed changes would make walking and cycling and wheeling safer, 44 respondents said they would consider using the route whilst 39 respondents expressed concerns.

Some comments were also received about the conversion of the footpath between Pump Lane and Mayne Crest to an unsegregated shared pedestrian / cycle track (i.e. no white line separating walkers from those cycling). These are discussed in detail later in this document.

Further details relating to the community and stakeholder consultation can be found on the 'let's talk Essex sustainable travel' website:

<https://letstalkessexsustainabletravel.co.uk/pump-lane-crossing-improvements>

The proposed Pump Lane scheme includes the following elements:

1) Upgrading the existing pedestrian only zebra crossing on Pump Lane north of its junction with Crocus Way, to a signalised shared pedestrian and cyclist "Toucan" crossing with associated widening of footways and lighting. This will link the Clematis Tye shopping parade, pub and primary school to the nearby residential neighbourhoods on the opposite side of Pump Lane.

2) Implementation of no waiting at any time parking restrictions (denoted by double yellow lines on site) on Crocus Way, Clematis Tye and Forsythia Close providing junction protection between Pump Lane and to

the north-east of Forsythia Close where obstructive parking is known to be present at various times of the day.

3) Signage will be installed for the existing 'School Keep Clear' markings on Forsythia Close, near the entrance to Springfield Primary School, to enable enforcement by South Essex Parking Partnership (SEPP). The restrictions will be Monday to Friday between the hours of 8:00am to 9:30am and 2:30pm to 4:30pm

4) Conversion of the existing footpath between Pump Lane and Mayne Crest to an unsegregated shared pedestrian / cycle track using powers conveyed by the Cycle Tracks Act 1984. Without this conversion, cyclists will not legally be permitted to use this section of the route, effectively making the improvements pedestrian-only and preventing the scheme's full benefits from being realised. Street lighting levels will also be improved along this path.

5) At the Mayne Crest end of the route, a build-out in Mayne Crest will be provided. This will consist of two small bolt-down islands with reflective bollards and associated road markings.

Further justification for the proposed scheme is provided below.

1) By widening and converting the footway to a shared use path and replacing the zebra crossing with a toucan crossing, cyclists will be able to legally use these facilities. Toucan crossings are generally safer than zebra crossings because they are signal-controlled, stop traffic for users, and are considered safer for more vulnerable users. Whereas zebra crossings rely on pedestrians ensuring their own safety through judgement and eye contact with drivers. A controlled crossing assessment was undertaken in line with Essex County Council procedures and the scheme proposed was within the acceptable criteria for a signal-controlled crossing.

2) The 'no waiting at any time' parking restrictions will improve the visibility and safety at this location for all users, whether crossing or using the road. These parking restrictions also reinforce Rule 243 of the Highway Code, which states "*Do not stop or park opposite or within 10 metres of a junction except in an authorised parking space.*" While these parking restrictions may, at any one time, displace up to approximately 14 cars into nearby residential streets, most affected vehicles are expected to be those who temporarily park whilst going to the shopping parade or for Springfield Primary School drop-off and pick-up. Therefore, the impact on nearby residential streets is expected to be minimal.

3) SEPP supports the inclusion of road signs for the 'School Keep Clear' markings on Forsythia Close, near the entrance to Springfield Primary School. This will enable enforcement of the road in this tight space especially at opening and closing times. Springfield Primary School also supports the inclusions of these signs, and they have provided constructive feedback to adjust the restriction times, to suit their operations. SEPP has stated that they are willing to enforce the 'no waiting anytime' and the 'School Keep Clear' parking restrictions.

4) The process of converting a footpath to an unsegregated shared pedestrian / cycle track under Section 3 of the Cycle Tracks Act 1984, requires two rounds of consultation. One informal and one formal consultation. If during the formal consultation, objections are received and are not withdrawn after further negotiations, then the proposed order will be referred to the ECC Highways Cabinet Member for further consideration. If the making of the cycle track order is then approved by the Cabinet Member, any remaining objection may cause the matter to be referred to the Secretary of State for confirmation of the Order. This may cause a public inquiry to be held local to the site at which a government appointed inspector hears the evidence, listens to legal submissions and looks at the site. The inspector will then issue a written decision a few weeks after the inquiry has closed. They can confirm the Order in the form in which it was made or make alterations as they see fit.

During the informal consultation in June and July 2025, Question 2, asked consultees "*Do you have any comments about the proposed conversion of the footpath between Mayne Crest and Pump Lane to a*

shared path?” Of the 128 people who responded, 95 respondents answered ‘no’ to this question and 28 respondents answered ‘yes’ and provided comments, with the remaining 5 respondents not answering the question. Fifteen comments were received that could be seen as objections in any formal conversion order process. However, as responses were provided anonymously, these could not be discussed or resolved directly with the individuals. Therefore, a Cabinet Member Approval (CMA) was sought to allow the scheme to progress to formal consultation. The CMA was received on 23rd January 2026.

The comments received during the informal consultation, which could be seen as objections are summarised below along with the corresponding highway officer responses:

Summary of Consultation Comments	Summary of responses to comments
<p>Concern about the narrowness of the footpath and the potential for conflict between those walking and cycling, particularly during busy periods.</p>	<p>The path between Mayne Crest and Pump Lane is 3.1m wide which meets the recommended minimum design width of 3.0m set out in Local Transport Note (LTN 1/20) ‘<i>Cycle Infrastructure Design</i>’ for shared path routes carrying up to 300 pedestrians and 300 cyclists per hour. A survey undertaken on 30 April 2024 recorded 688 users of the path during a 12-hour period, including 33 cyclists and four scooter users; with a peak hour flow of 169. These values are well within design capacity.</p> <p>LTN 1/20 also states that where an edge restraint has a vertical feature (kerb, wall or fence) more than 0.6m high, then the width of shared path should be widened by 0.5m to maintain the effective width for users. As the path is bounded by fences on both sides, this width should be 4.0m to be fully compliant. Widening of the path is not feasible due to adjacent residential properties. Additionally, widening may encourage cyclist and scooters to travel faster. It is also noted that no pedestrian–cyclist collisions have been recorded on this path in the past 10 years.</p>
<p>Concern about the concept of shared paths in general, citing safety risks and referencing best practice design guidance.</p>	<p>There is insufficient width to have a fully segregated walking / cycling route in this location. Whilst shared paths are for those walking and cycling, the new Highway Code puts more emphasis on those cycling to be mindful of pedestrians and give way to them, especially when approaching from behind or passing. Cyclists should also be prepared to slow down and stop if necessary and use their bell or voice to alert pedestrians of their presence.</p>
<p>Concern that cyclists might travel quickly along the footpath, creating risk for pedestrians.</p>	<p>It is proposed to install an additional bollard on the path, with a 'slow' road marking near the end of the path, as they approach Mayne Crest. This is to advise those cycling to reduce their speed.</p> <p>The fence height on one side of the path at the Mayne Crest end has reduced height which improves visibility and reduces the likelihood of this conflict. At the Pump Lane end of the path there is a pedestrian guardrail proposed that will slow cyclists down.</p>

<p>Some would like the existing pedestrian guard railing removed and others wanted it to remain.</p>	<p>Current guidance in LTN 1/20 advises replacing staggered pedestrian guard-railing with bollards to improve accessibility for all users. i.e. for mobility scooters and those pushing prams. It is proposed to retain the length of the guardrail at the Pump Lane end of the path as this is a busy road and cars travel at a higher speed. However, on the Mayne Crest end, where traffic flows and speeds are low, it is proposed to replace the staggered pedestrian guard-railing with a bollard to highlight the end of the path to improve cycle accessibility. This is in response to the mixed responses from the public and the road safety audit team.</p>
<p>Summary of Consultation Comments</p>	<p>Summary of responses to comments</p>
<p>An alternative route via Lawn Lane and Brackenden Drive.</p>	<p>To provide a walking and cycle facility on Lawn Lane and Brackenden Drive will result in a longer travelled route that will be less attractive to those walking and cycling and would cost significantly more than the scheme currently proposed. It would also involve the removal of trees on Lawn Lane and additional controlled crossing points on Brackenden Drive and Pump Lane. There are other pinch points along the route including street furniture, i.e. cabinets and bus stops that would need to be considered.</p>

5) The build-out into Mayne Crest will narrow the road and cause vehicles to slow down, whilst also deterring vehicles from parking and blocking the end of the route. It will still be wide enough for two passenger cars to pass each other safely at low speed.

Overall, the proposed Pump Lane Crossing scheme, as described above, has broad support and can be built within the available budget. The scheme will allow pedestrians and cyclists to legally and safely cross Pump Lane and continue towards Chelmsford Town Centre, along the proposed LCWIP 3 once it is fully developed. It will provide a safer link between the shopping parade, pub and primary school on the east side of Pump Lane to the nearby residential neighbourhoods on the western side. It should also enable and encourage local residents to use more sustainable alternatives to car travel for their shorter journeys. It is also planned that other sections of the LCWIP 3 route will be delivered when further funding becomes available.