

The Essex County Council (Harlow District) (Prohibition of Waiting, Loading and Stopping) and (On-Street Parking Places) (Civil Enforcement Area) (Amendment No.80) Order 202*

Proposed Implementation of Toucan and Parallel Crossings, Speed table and Cycle Tracks on Momples Road, Howard Way and Park Lane

Statement of Reasons

As part of Essex County Council's (ECC) Safer, Greener, Healthier initiative, funding has been secured from the Government's Active Travel Fund 4 (ATF4) to deliver walking and cycling improvements in Harlow. The goal is to create a more connected and high-quality walking and cycling route that supports future growth and offers highway users more sustainable alternatives to car travel—especially for shorter journeys.

Harlow is undergoing major regeneration as part of the Harlow and Gilston Garden Town (HGGT) project. This ambitious development aims to provide sustainable transport, employment opportunities, and infrastructure, along with around 23,000 new homes planned across the area addressing the national and local housing needs growth for future years. The growth and success of the new developments and the anticipated transport modal shift will be dependent on the implementation of sustainable infrastructure across the area to achieve the aim of enabling 50% of journeys from existing communities and 60% of those from new communities being made more sustainably (by public transport, cycling or walking).

In support of this growth and the council's sustainability objectives, Essex County Council is working to deliver new walking and cycling routes across Harlow, including key links between the east and west of the town and the town centre.

Cycling and walking numbers have seen a large increase in recent years and for shorter journeys can provide an attractive and viable alternative to car use. These schemes are guided by the Local Cycling and Walking Infrastructure Plans (LCWIPs), which are part of the Government's Cycling and Walking Investment Strategy. LCWIPs are long-term plans to boost walking and cycling, reduce car use, improve air quality and provide safe ways for general public health and fitness. A total of nine LCWIP routes are planned in Harlow, with LCWIP Route 9 already successfully completed in 2024.

LCWIP Route 4, runs from Velizy Avenue Roundabout to London Road Roundabout and includes enhancements along Gliden Way/Sheering Road to Moor Hall Road. The planned route is 4.5km long and includes new segregated cycleway/footway routes, upgraded road crossing points, improved surfacing and wayfinding signage, connecting to the wider existing active travel network across Harlow.

Along the LCWIP 4 corridor, the current walking and cycling provision does not meet current standards, lacks connectivity and does not encourage or promote new usage by the public. There is a significant lack of signalised road crossing provision at key areas, which do not align with current expectations in terms of safety, connectivity and quality of provision for desired modal switch.

Following a successful award of ATF4 funding, ECC are now moving forward with 'Phase 1' of the scheme. This initial phase was selected through a prioritisation exercise to identify deliverable sections of the overall LCWIP 4 route within the funding available to ECC.

Initial public engagement highlighted a strong desire for safer road crossing points, particularly at the junctions with Howard Way and Momples Road. Based on this feedback and insights, along with construction feasibility and cost-benefit analysis, three key crossing locations have been selected for construction along the LCWIP 4 route:

Park Lane Junction – Raised Table Priority Crossing

- Upgrade of the existing uncontrolled crossing to a raised table crossing with priority for pedestrians and cyclists via give way markings and signage.
- Installation of a 7m long x 7.45m wide raised table to slow motorised traffic and improve highway safety.
- Section of footway to be converted to shared foot/cycle use.
- Improved footway and carriageway surfacing, and illuminated give way signs and new bollards.

Howard Way Roundabout (Northern Arm) – Toucan Crossing

- Upgrade of the existing uncontrolled crossing to a toucan crossing with priority for those walking and cycling.
- Extension of shared use path by converting the existing footway.
- New Street lighting.
- Improved footway and carriageway surfacing.
- Existing signage and markings refreshed including new signage for shared use path.

Note: Existing puffin crossing situated approximately 70 metres north from the proposed toucan crossing is to remain; a future study will explore linking the signals or removing the puffin crossing to optimise traffic flow.

Momples Road Junction – Parallel Crossing

- Upgrade of the existing uncontrolled crossing to a parallel crossing with priority for those walking and cycling.
- Replacement of existing double yellow lines with zig-zag markings for the parallel crossing.
- Extension of existing shared use path.
- New Street lighting.
- Improved footway and carriageway surfacing, and
- Existing signage and markings refreshed including new signage for shared use path.

The proposed upgrades will introduce controlled crossing facilities designed to enhance user safety, align with walking/cycling desire lines, improve connectivity to the wider network and local destinations. Each crossing type has been carefully

selected based on traffic conditions (speed and flow), road usage, surrounding environment and feasibility of construction to minimise. Each location will also benefit from street lighting upgrades, new kerbing, resurfaced footways and carriageways, updated signage and refreshed road markings. Delivery of the full LCWIP 4 route (or following phases) will depend on future funding availability.

Overall, these improvements will support modal shift by giving priority to active travel users and providing a more enjoyable and direct route for cyclists and pedestrians as well as helping to calm vehicle speeds, thereby improving active travel safety.