

TRANSFORMING ACTIVE TRAVEL IN ESSEX





ESSEX AT THE FOREFRONT OF SUSTAINABLE TRANSPORT

In August 2020, Essex County Council (ECC) submitted an ambitious and transformational bid for funding from the Department for Transport to create safe walking and cycling routes in Essex.

We have designed five schemes across Basildon (Wickford), Braintree, Brentwood, Chelmsford and Colchester which will improve the lives of residents, reduce congestion and ensure towns and cities are Safer, Greener and Healthier.

The proposals build on recent experience gained from the Phase 1 emergency measures set up in several towns and cities across Essex. They present a unique opportunity for us to accelerate the planned transformation of our transport networks and to kick-start a strong recovery for the County.

Our aspiration extends much further, but we have prioritised these locations as key to driving behaviour change quickly and successfully.

OUR AMBITION

Our schemes are radical. Reallocating road space to create space for more walking and cycling are key to transformational change. These schemes will change the way residents use and think about their streets - taking advantage of and spending time in the vibrant and attractive streets, where motorised traffic no longer dominates.

Our schemes are impactful. They will provide a step change in the quality of our streets, create the ideal conditions for further investment and lay the foundations for future phases of transformational change.

Our proposals embrace ideas for a radical and transformational use

of our road space to dramatically raise cycling and walking levels at a rapid pace.

OUR AMBITIOUS STRATEGIES

Our bid builds upon our existing bold strategies. In 2016, Essex published the ambitious Cycling Strategy, mirroring the UK's target of doubling cycling levels by 2025, establishing cycling as the 'normal' mode of travel for shorter journeys. In 2019 Essex refreshed its innovative Walking Strategy, putting walking front and centre, ensuring it becomes 'Easy, Safe and Normal'.

Our earlier schemes provide the perfect foundation on which our new schemes will build, not only by encouraging socially distanced walking and cycling, but also accelerating our plans to deliver connected active mode networks in the main urban areas and beyond.

CHANGING BEHAVIOURS

ECC has demonstrated its absolute commitment to the proposals by launching a countywide behavioural change programme called 'Stop.Swap.Go!'.

The programme encourages people to rethink their travel habits and switch to more

sustainable modes, particularly for shorter journeys. It will take 160,000 people out of their cars and into active travel. Our bid will support the delivery of this target and enable Essex to look beyond it, to achieve even more significant changes in people's travel choices.

Our ambition for walking and cycling in Essex is supported across the political spectrum. The schemes have been developed collaboratively with our district council colleagues and are supported by the ECC Cabinet.

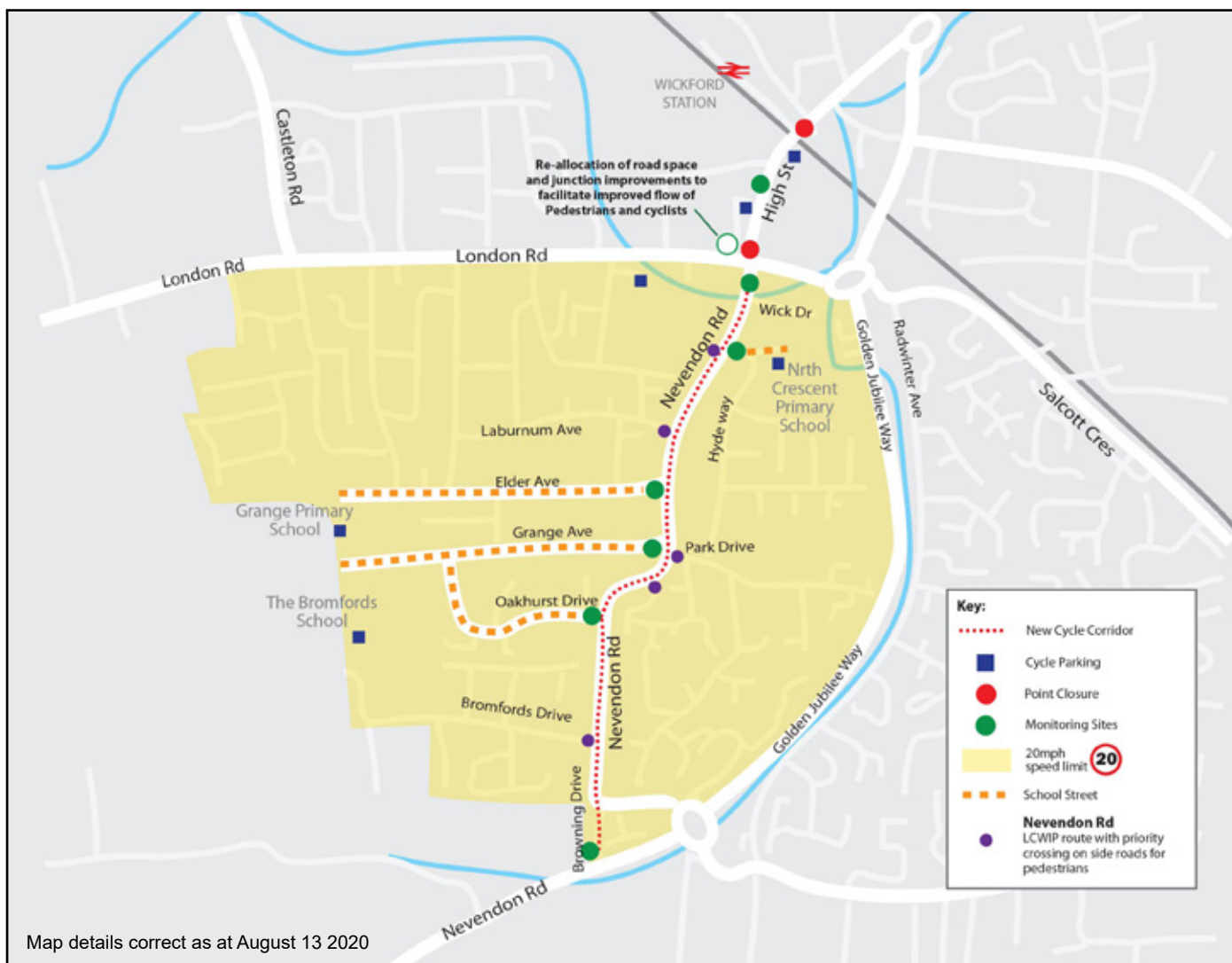
We have worked closely with the districts and key stakeholders to identify a series of transformational measures to deliver the objectives of this fund, selected through a data-led approach. This collaboration will continue over the next few months as we finalise the proposals

A SUSTAINABLE TRANSPORT BLUEPRINT

The Phase 2 proposals build upon everything Essex has achieved so far. They act as a blueprint for all our future aspirations, delivering step-change in active travel, confirming Essex's place at the forefront of sustainable transport.



BASILDON (WICKFORD)



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The scheme is the first part of a long-term plan to create an improved cycle link between Wickford and Basildon, which will eventually enhance the whole cycle and walking network across Basildon borough.

This first section of route involves a series of improvements through residential areas from Nevendon Road in the South of the town to Wickford town centre and the Wickford railway station.

The proposals involve an improved cycling and walking route approximately 1.1 miles (1.8 kms) in length and include:

- Junction improvements and crossing improvements to improve walking and cycling.

- A proposed trial of a Low Traffic Neighbourhood - residential areas which can benefit from 20mph zones and complimentary measures such as enhanced signs, extended footways and other traffic calming measures to improve streets to make it easier to walk and cycle.

- A 'School Streets' approach is proposed so that only those walking and cycling are able to access the street outside of schools at starting and finishing times.

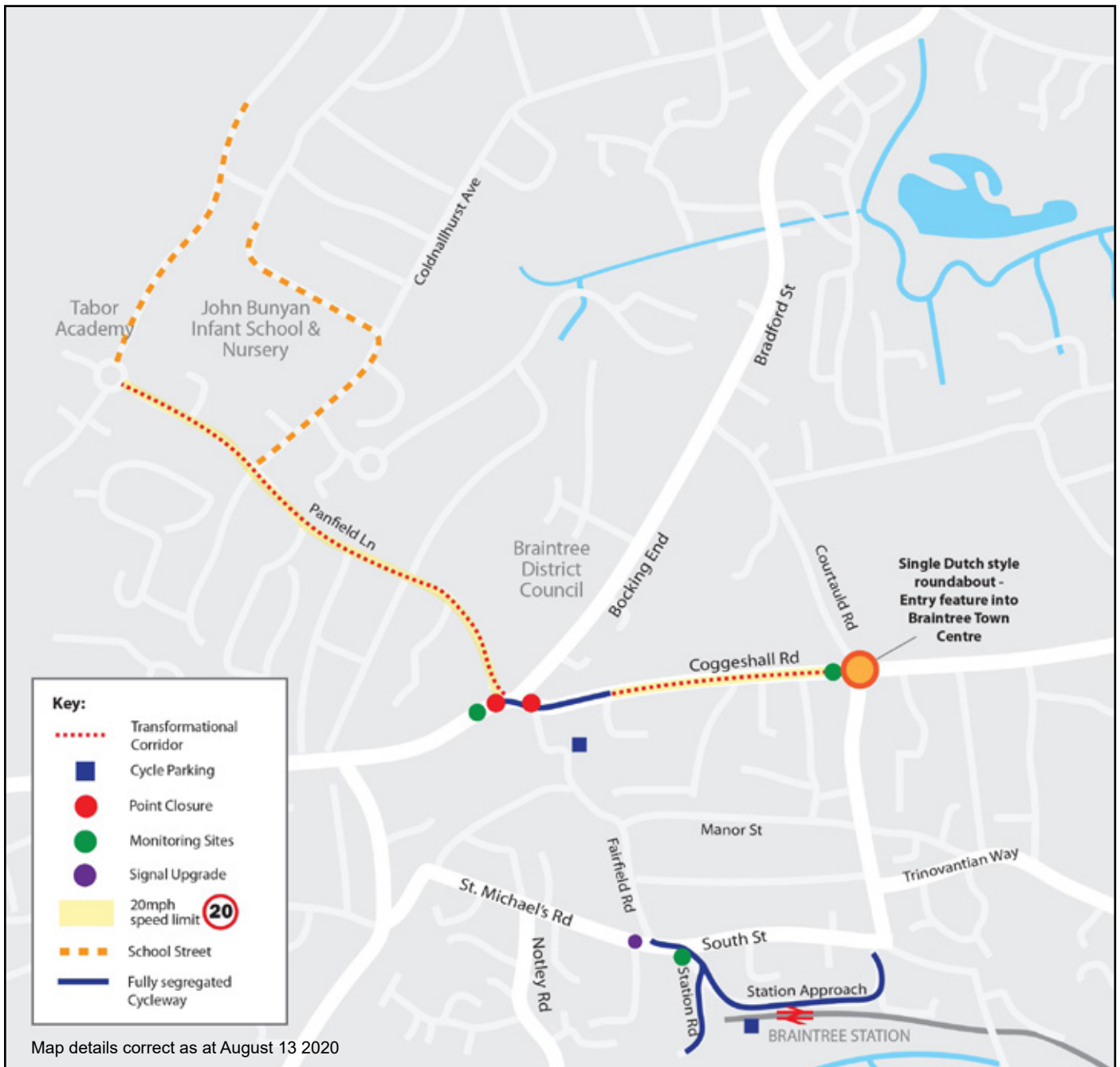
The route is also along a bus corridor, and as well as improving access to bus stops, the scheme will seek to improve bus operations in the town.

BRAINTREE

ECC proposes to implement the County's first "Dutch Style" roundabout, which gives greater priority to cycling and walking on one of the key routes in the town. This helps achieve the objectives contained in Braintree's Cycling Action Plan, particularly the need for connected routes.

The scheme will provide a cohesive network that connects safely and directly into the existing network of footpaths and cycle way routes; to and from new developments to the main commuter, community and retail centres and recreational links. This ensures that people are encouraged to walk or cycle for short local journeys and avoid using the car.

BRAINTREE



The scheme is based on two routes that head towards the town centre, one running from East to West and the other from South to North, and enhances improvements established as part of the initial emergency measures.

- The East-West cycling and walking route is approximately 0.9 miles (1.4 kms) in length, starting at the double mini-roundabout junction of Courtauld Road with Coggleshall Road, progressing along Coggleshall Road, Bank Street and Panfield Lane ending at the roundabout junction of Panfield Lane with Porters Field.
- The South-North route is

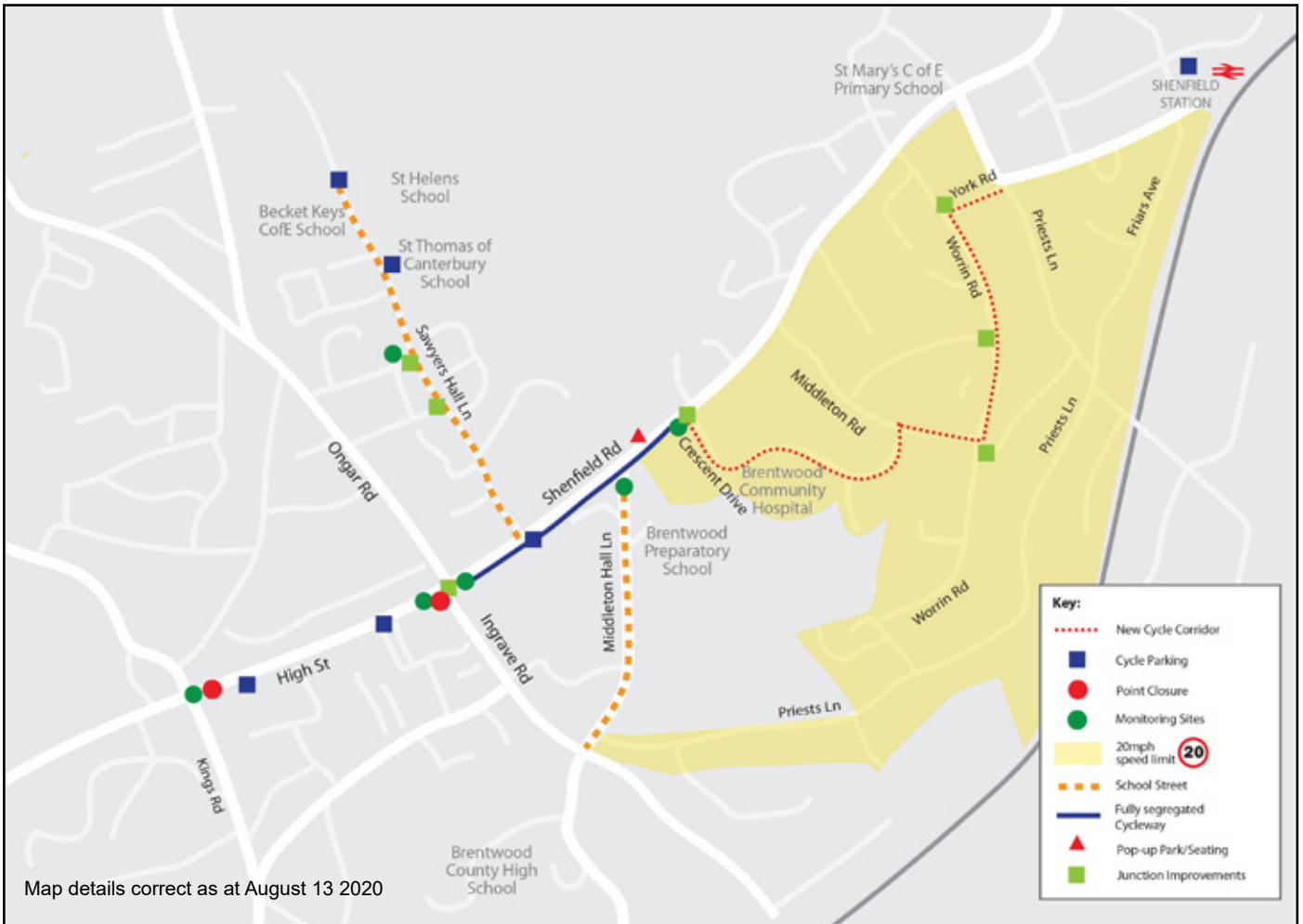
approximately 0.3 miles (0.5 kms) in length, starting at the railway station on Station Approach, progressing along South Street, Fairfield Road, and ending at the junction of Manor Street in the town centre. This route connects to both the existing provisions and proposed improvements to the South, providing improved and wider connectivity with the centre of the town.

These routes involve both permanent and temporary segregated cycle routes, pavement widening, junction improvements to benefit walking and cycling, crossing improvements, lower traffic volumes through

residential areas and 20 mph speed limits to make streets safer for walking and cycling.

The scheme also proposes a 'School Streets' approach so that only those walking and cycling are able to access the street outside of schools at the start and finishing times of the school day. The double mini-roundabout at the junction of Courtauld Road and Coggleshall Road will be converted to a 'Dutch-style' roundabout. The improvements in Station Approach are tied to other improvements the Council is making for bus operation in the area around the train station.

BRENTWOOD



BRENTWOOD

The scheme involves a series of improvements along the A1023 Shenfield Road and Brentwood High Street. The route crosses the busy Wilsons Corner double mini-roundabout and along Shenfield Road with permanent segregated cycling provision provided on both sides of the road.

The route provides a direct connection between the urban centres of Shenfield and Brentwood, completing a much-needed link in the cycle corridor.

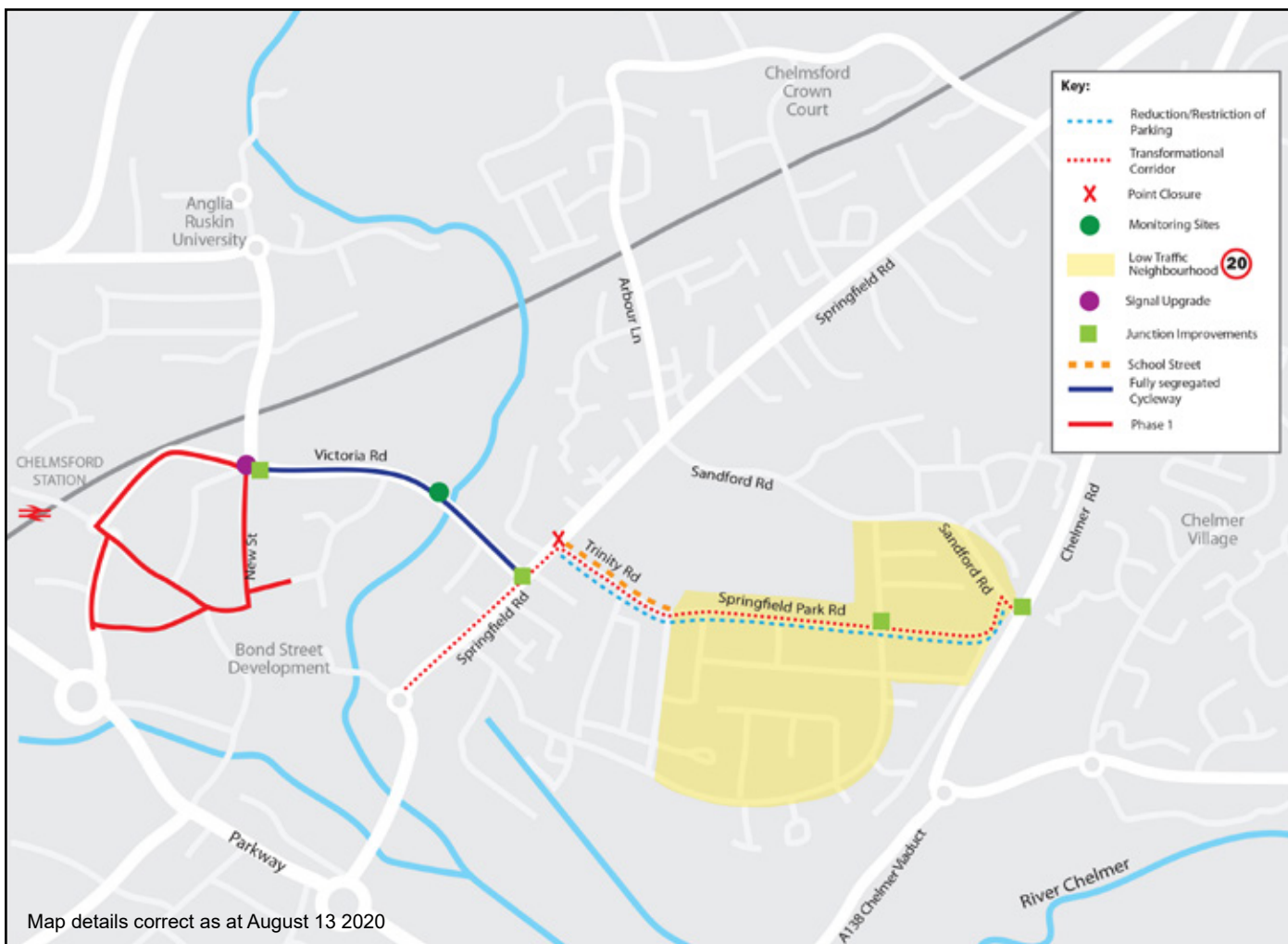
The proposed route provides a missing link in the network, and includes:

- Permanent segregated cycling route on both sides of the Shenfield Road, the route will extend to the junction with Crescent Drive, where a new 'Toucan' crossing (for both walking and cycling) will be introduced.
- Connection to an existing off-road cycle route along Chelmsford Road past Shenfield High School.
- At the eastern end of the corridor towards Shenfield station, walking and cycling is facilitated with a Low Traffic Neighbourhood - residential areas which can benefit from 20mph zones and complimentary measures such as enhanced signs, extended footways and other traffic calming measures to improve streets to make it easier

to walk and cycle.

- It is proposed that there will be designated 'School Street' zones either side of the route to further encourage sustainable travel in the area.
- We will consider the possibility of a one-way system along part of Sawyers Hall Lane in order to provide greater space for school children to travel to and from school sustainably, whilst at the same time facilitating social distancing. Sawyers Hall Lane to the north, and Middleton Hall Lane to the south, both house clusters of schools and could be designated as 'School Street' zones.

CHELMSFORD ROUTE 1



CHELMSFORD ROUTE 1

The proposed scheme is based on two routes that form a complete 'C' shape around the City centre – one running from the East to the City centre and the other from West to East which meet to create a continuous route. The East to City centre corridor is approximately 1.0 mile (1.6 kms) in length

- The route commences in Chelmer Village and will involve the introduction of an improved cycle and pedestrian crossing of Chelmer Road (A138) into Sandford Road. The route enters the housing estate along Springfield Park Road and will involve improvements to enable

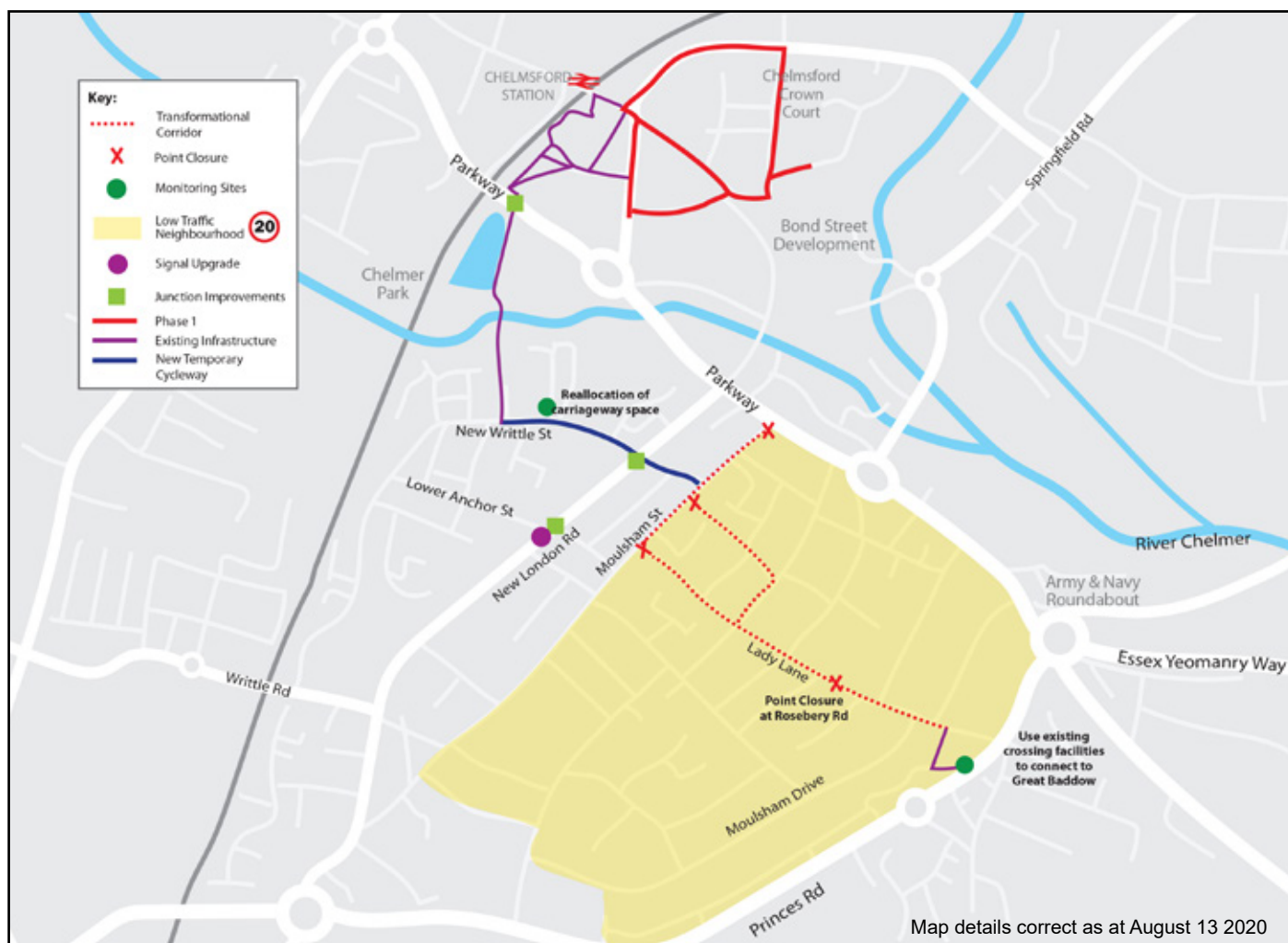
more walking through changes to parking provision and increased footways. The route continues along Trinity Road and meets Springfield Road, where there is a short section before it turns into Victoria Road.

- The area around Springfield Park Road will be designated a Low Traffic Neighbourhood - residential areas which can benefit from 20mph zones and complimentary measures such as enhanced signs, extended footways and other traffic calming measures to improve streets to make it easier to walk and cycle.
- It is proposed that Trinity Road will be designated as a 'School

Street' zone, covering either side of the route so that only those walking and cycling are able to access the street outside of the school at starting and finishing times. It will also include a 20-mph limit.

- There will then be a permanent segregated cycling corridor along Victoria Road which meets up with the recently improved cycle and footpath to the City Centre adjacent to Riverside, and the first hybrid cycle track in Essex on New Street. The route will then cross the northern part of the City Centre to serve the Railway and Bus Stations and link existing infrastructure to connect to New Writtle Road.

CHELMSFORD ROUTE 2



CHELMSFORD ROUTE 2

The West-East corridor is approximately 0.9 miles (1.4 kms) in length.

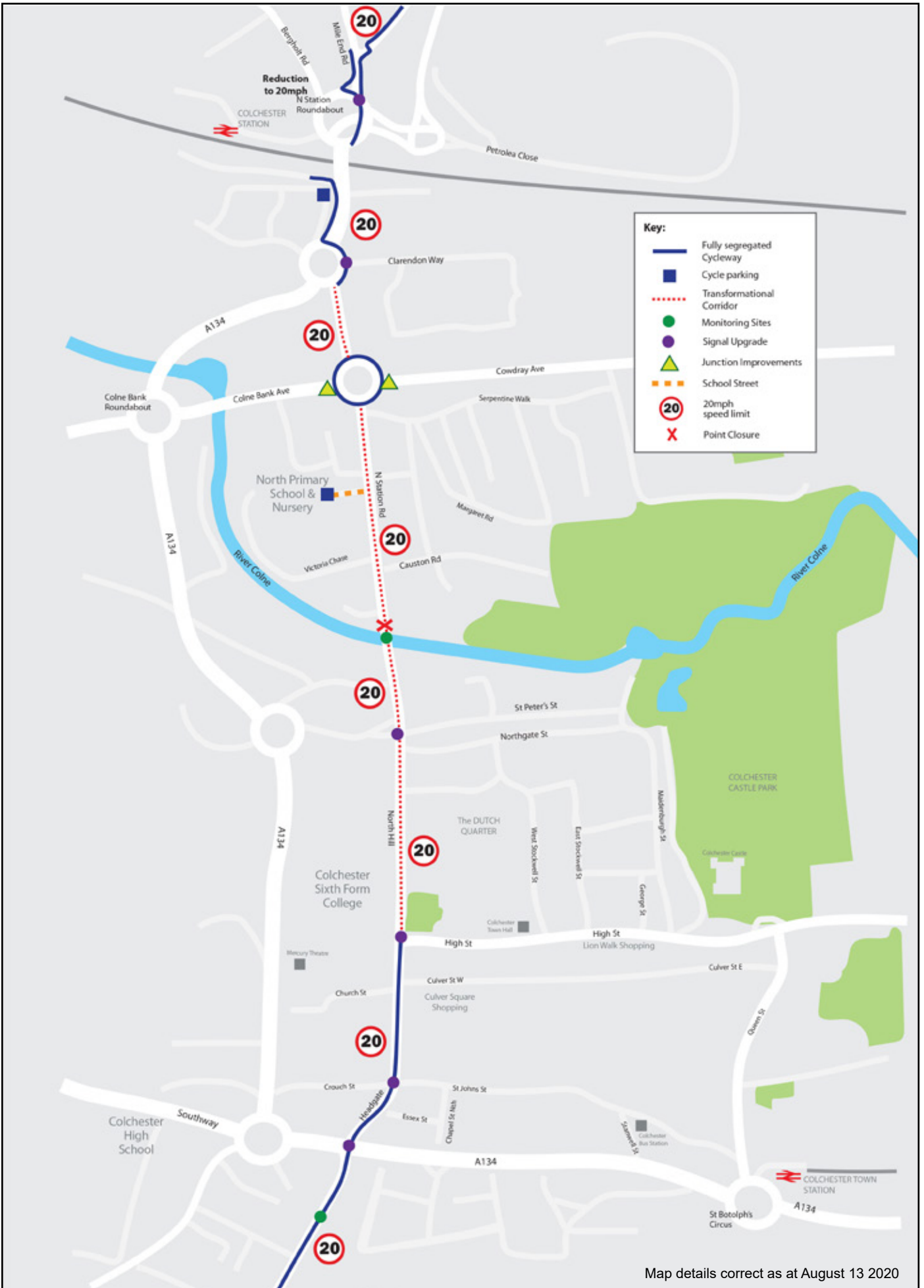
- The route commences at the cycleway / footpath alongside the Virgin Gym in New Writtle Street which leads through the park and up into the railway station.
- A new Toucan crossing will be installed to provide better access to the railway station and create more direct / coherent access. The route will then cross the

northern part of the City Centre to serve the railway and bus stations and link existing infrastructure to connect to New Writtle Road.

- Moulsham Street will be transformed at the northern end to create a vibrant shopping destination, linking to the city's main High Street. The route would then continue through Moulsham.
- It is proposed to make the local urban area of Moulsham a Low Traffic Neighbourhood

- residential areas which can benefit from 20mph zones and complimentary measures such as enhanced signs, extended footways and other traffic calming measures to improve streets to make it easier to walk and cycle.
- After Moulsham, the route then crosses Van Diemens Road at an upgraded Toucan crossing and enters the estate where it meets an already established cycle route to Baddow.

COLCHESTER NORTH-SOUTH



COLCHESTER

The scheme is based on routes that meet and cross in the town centre – one running from West to East and the other from North to South. The routes connect to the proposed Rapid Transit System (and segregated cycleway) which will link the Park & Ride adjacent to the A12, to the town centre and to the emerging new garden community in North-East Colchester.

COLCHESTER NORTH-SOUTH

The North-South corridor is approximately 1.3 miles (2.1 kms) in length. The route starts at Bruff Close / Mile End Road where we have made recent improvements to the cyclepath along the length of Mile End Road. The proposed

Rapid Transit route and fully segregated cycle track from the Park & Ride will meet the corridor.

- The route then progresses through North Station Roundabout with improved segregation for cyclists.
- Segregation is improved along Station Way and through Essex Hall Roundabout and along North Station Road to the Albert Roundabout.

At the Albert Roundabout, crossing improvements will be introduced with a view to a longer-term desire to convert this roundabout to a 'Dutch-style' model. • The route progresses along North Station Road where a cycleway will be introduced and a bus gate will be installed to reduce through traffic which has an easy viable

alternative to the West.

- The route progresses through Middleborough and up North Hill where the Phase 1 improvements will be expanded via signal upgrades at the existing junction with St Peter's Street to facilitate improved walking and cycling.
- A fully segregated cycle route will be created continuing along Headgate, and at the junction of Southway, the crossing will be improved with a dedicated lane facility for cyclists.
- The route then progresses along Butt Road where road space provides a fully segregated cycleway with improvements for pedestrians by removing the shared footway / cycleway provision and ends at the junction of Beaconsfield Avenue, Le Cateau Road with Butt Road.

COLCHESTER EAST-WEST

COLCHESTER EAST-WEST

The East - West corridor is approximately 2.1 miles (3.3 kms) in length.

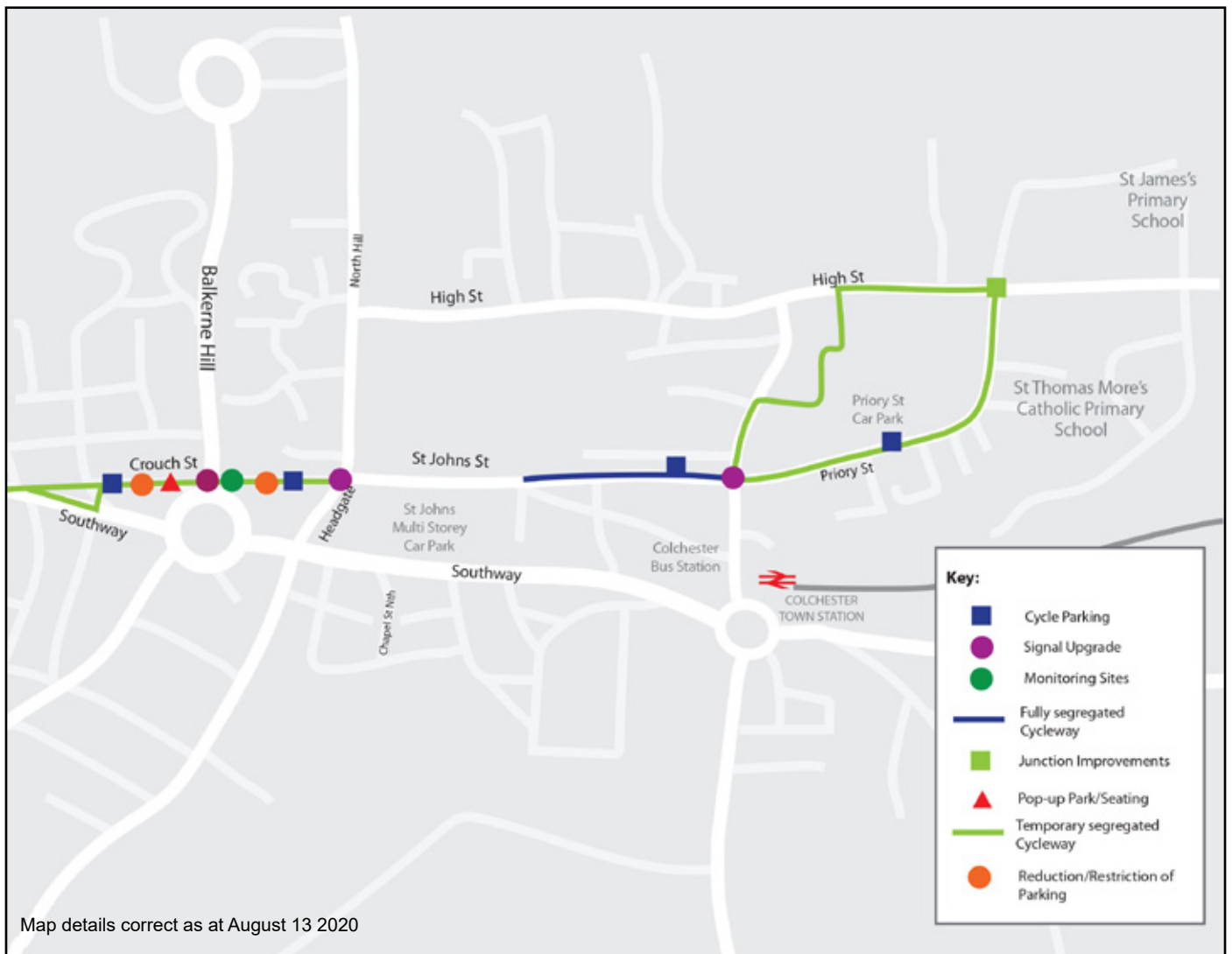
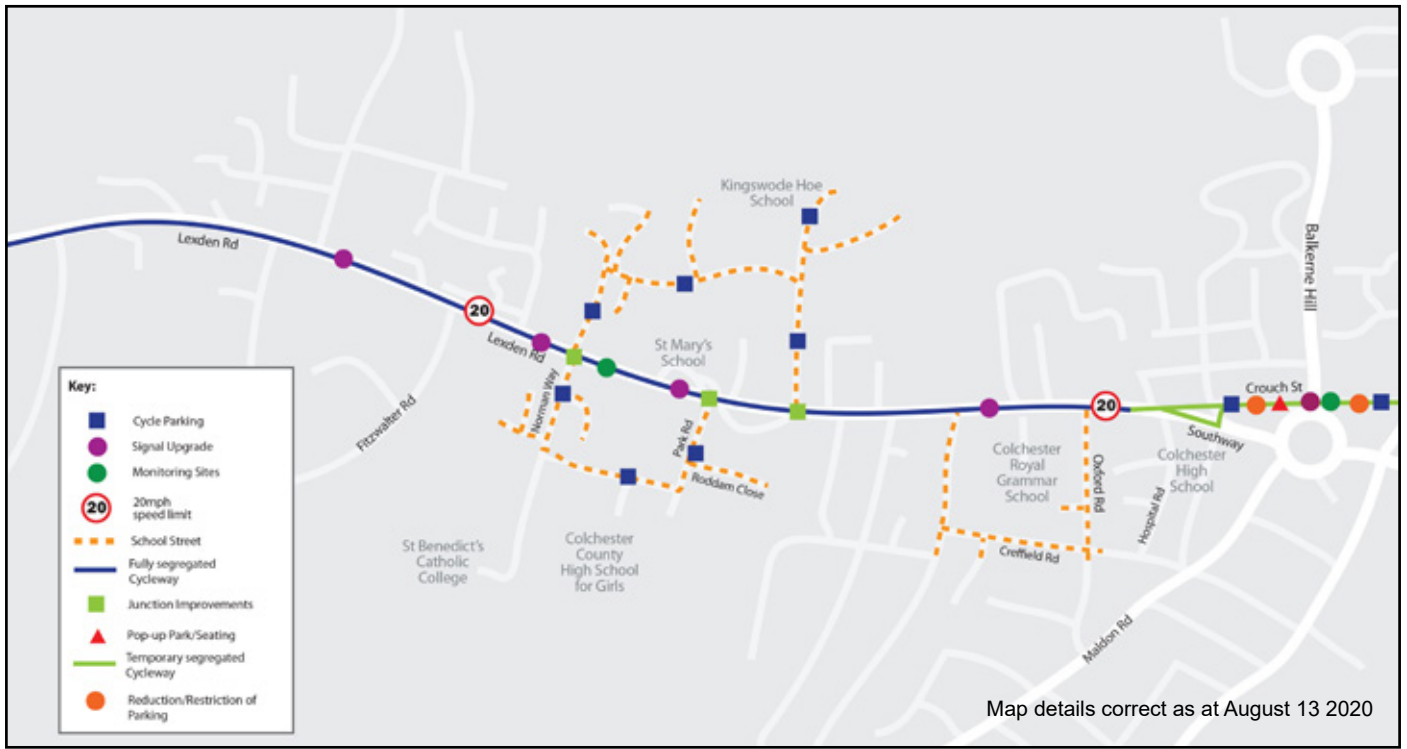
- The route starts at the junction of Spring Lane, Church Lane with Lexden Road with the introduction of a permanent segregated cycleway. This will extend the length of Lexden Road, and will be complemented by measures to support walking with priority pedestrian crossings proposed on the side roads and improved / upgraded crossings.
- Some roads off of Lexden

Road will be designated a 'School Street' zone, where only those walking and cycling are able to access the street outside of schools at starting and finishing times and will include a 20-mph limit.

- It is also proposed that a 'School Streets' zone is designated around Colchester Grammar School.
- The proposed route continues on the more direct line to the town centre along Crouch Street at the crossing of the busy Balkerne Hill a new improved crossing will be introduced.

- The route then progresses further along Crouch Street with improved segregation through the removal of parking and crosses Head Street at an improved crossing.
- The route continues along St John's Street, Vineyard Street and Priory ending on East Hill.

These measures will represent a significant improvement over the current provisions provided to support walking and cycling.



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