
# Emergency Active Travel Fund - Tranche 2 Survey

## 1. General

**1. What is your local transport authority name? ***

Essex County Council

# 2. Strategic case

*A scheme is defined here as a single measure or group of related measures with the same objectives, for example to encourage more cycling / walking trips, reducing traffic flows, and shifting trips away from public transport whilst social distancing is in force. For example, a corridor scheme might be a series of investments along a given route to promote cycling and walking such as a new segregated cycle lane, junction improvements and new signage. Alternatively, an area-wide scheme might represent a programme of similar investments over a wider geographic area to achieve a given objective; for example, a programme of junction safety improvements to reduce cyclist casualties at collision hotspots*.

**2. Please set out the context for the bid by briefly explaining the local transport problem, challenge, or needs that your bid will help to address. These should be consistent with the objectives of the Fund set out in the bid invitation letter. ***

Essex County Council enthusiastically supports the key objectives of the UK Government to create an environment that is safer for both walking and cycling, to replace journeys previously made by public transport and to support minimising of overcrowding on public transport, in the short term, and, in the longer term, to deliver significant health, environmental and congestion benefits. We also embrace the unique opportunity that the COVID-19 crisis has presented to accelerate these ambitions through transformational use of road space to genuinely prioritising active modes to support safe and sustainable future travel choice. Essex are passionate about walking and cycling, and, as a result of a culmination of truly transformative work in our key urban areas, we will deliver 'Safer, Greener and Healthier' outcomes in one of the largest Shire counties in the country.

1. **Our Key Challenges**

In Essex (see Figure 1), we have ongoing and long-term transport challenges which we are working to address on a daily basis through our approach to planning, strategy development and the formulation of a pipeline of sustainable transport schemes, at the heart of which are the LCWIP routes. There are also a number of new challenges which the COVID-19 crisis has brought to bear for Essex in the short term, exacerbated by needing to manage the demands of more than 40 urban centres across the geography. These new challenges 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 focussed on five of our key urban areas; Colchester, Chelmsford, Braintree, Brentwood and Basildon / Wickford. Our aspiration extends much further, but we have prioritised these locations as key to driving behaviour change quickly and successfully.

- **Economy and Growth:** The collective economies of our five towns are home to over **100,000 businesses** employing just over **400,000 people**. The immediate challenge is to ensure that these important economies survive and thrive during the current crisis with trips for work, retail and leisure safely accommodated through our proposed emergency transport measures. In the longer term, our challenge is to ensure that, with over **80,000 new homes** planned across these locations, a strong, credible suite of sustainable travel measures are available to provide safe, sustainable and healthy travel choice for new and existing residents as they access jobs and services, as well as transport hubs to take them into key attractors, such as London.

- **Environment:** Essex has twelve declared Air Quality Management Areas currently, mainly focussed on our key urban locations. During the COVID-19 crisis, we have seen reductions in traffic flows of up to 60% across the County and reductions in key air pollutants such as $NO_2$ by more than 20% at monitored sites. The challenge for us is to ensure that these do not return to pre- COVID-19 levels by providing safe and credible alternatives to the car for shorter trips.

- **Safety:** In the short term, we must ensure that our residents, workers and visitors are safe and have the ability to social distance whilst using our transport networks. This includes providing credible alternatives in the very short term to crowded bus services which would normally carry people between the residential areas of our key towns to the town centre and transport hubs. Our challenge is also to ensure that people feel 'safe' taking up active modes, and, we know that by reallocating further road space to walkers and cyclists, we make a significant and transformational step forward in achieving this.

- **Health:** We know that the health and wellbeing of our residents, workers and visitors is impacted by poor air quality with our five key towns, as all have higher than the national average mortality as a result of air pollution. In addition, our challenge is to tackle the rising trend of inactivity and obesity with more than 20% of residents in these town locations being classified as physically inactive.

- **Congestion and Delay:** Prior to the COVID-19 crisis, the annual cost to the economy of delay on the Essex road network totalled **£350 million** (2018 figures). Much of this delay occurs in our key towns where networks are highly constrained, but demand is ever growing. Our strategies are focussed around a range of measures to change this, including Park & Ride and bus rapid transit for longer distance trips, and we have been successful in moving these forward and securing funding. The shorter distance trips will benefit significantly from proposals we are making here to reallocate road space in town centre areas to discourage traffic from central areas, but also promote active modes as the mode of choice for town centre trips. As an example, 50% of people both living and working in Chelmsford travelled to work by car prior to the COVID-19 crisis and providing these people an attractive sustainable alternative is a key longer-term goal to push this percentage downwards, thus positively impacting congestion and delay in a city that continues to attract significant growth.

## 2. Why Essex?

### Our Ambition

It is important to recognise that our targets and aspirations to reallocate road space are very ambitious. Our approach is layered, and creating space for more walking and cycling is a key building block for change. We will change the way that people use streets to make them vibrant and liveable. Streets are places as well as movement corridors and we understand the huge opportunity to change the character of streets to create places where people can rest, relax and enjoy, as well as being active.

Our streets and market places are places of commerce and social activity and, therefore, the proposals in this bid are part of a wider strategy to enable our High Streets, Town Centres and Key Routes delivering a sustainable network where motorised traffic no longer dominates and that we can support thriving and well-connected places. The impacts of the delivery of the schemes contained in this bid, would not

only provide a step change in the quality of the physical environment of our streets, they would create the ideal conditions for further investment and lay the foundations for subsequent phases of transformational change.

It became very apparent when ECC hosted the international 'Cycle County Active County' conference in September 2019, that Essex has both the **aspiration, the capability and the capacity** to act as an exemplar county, demonstrating what can be achieved in mid-sized towns. Counties have as much to contribute to the local and national economy as major cities or combined authorities. Smaller cities, towns and rural areas are home to a considerable proportion of the UK's population, and have their own unique opportunities and challenges when it comes to enabling more cycling, walking and active travel. Essex has a vision for walking to be 'Safe, Easy and Normal', supporting 400 walking trips per person per year by 2025. For cycling, we want to see more people cycling in Essex, more safely and more often - doubling the number of cycling stages (trips) in Essex from 2014 levels by 2025. We will cultivate a mindset that sees cycling as a normal, enjoyable and everyday activity for the majority of short journeys (and some longer ones).

Whilst our Tranche 1 schemes were deliberately targeted at facilitating social distancing as part of the safe reopening of our town centres, the measures in this proposal embrace radical and transformational use of our road space to dramatically increase cycling and walking levels at rapid pace.

**Essex Cycling and Walking Background in Numbers**

Over **14,000 cycle to work journeys** are made in Essex every day, equating to 3.5 million cycle to work journeys every year – journeys not taken by car. Additionally, out of a total population of 1.8 million, over 150,000 Essex residents regularly participate in cycling as a sport. There is clear evidence from Essex residents that cycling is a credible mode of travel, and we are seeing an annual increase of at least 1% year on year. Already nearly ⅓ of adults (32%) walk at least five times per week. This is also increasing year on year, and will increase to 400 walking trips (for transport) per person per year, by 2025.

**Transforming our Towns**

Each of the towns in this bid is distinctive in character, but all of them are of a scale which makes walking and cycling a meaningful alternative for short trips, or part of a longer journey. Through the emerging Local Cycling and Walking Infrastructure Plans (LCWIPs) (see Figure 4), we are committed to reorienting the transport system towards active and sustainable travel and are making great strides in providing new cycle and walking infrastructure, particularly in our key towns. The schemes in this bid are all part of our travel revolution, facilitating more active trips and more sustainable journey patterns, allowing residents and visitors choose a blend of different modal options depending on the nature and purpose of their journey. Enhancing the walking and cycling networks and specifically focussing on safer segregated cycle routes, improving walking infrastructure and rebalancing streets in favour of active travel is an essential component of achieving a fundamental system change in how people will travel.

Prior to producing our LCWIPs, Essex focussed on a scheme by scheme approach to implement changes across the county. The LCWIP process has given us a fantastic opportunity to reinvigorate these programmes, how we plan and deliver improvements to our streets and has helped us to formulate comprehensive walking and cycling network in our main towns. Moreover, our Cycling Strategy of 2016 (see Figure 2)

already highlighted the need for coherent cycle networks and has provided a strategic framework to plan and implement them. To compliment this, and to recognise the importance of integrating and aligning walking networks and infrastructure, our Walking Strategy (see Figure 3) aligns with our LCWIP and delivers greater coherence, more direct routes and a more enjoyable, walkable environment.

Our package of schemes should be considered as a delivery '**Blueprint One'** in the long-term transformation of Essex into a "Cycle and Walking friendly county". Implementation of the schemes will enable us and our District partners to demonstrate to the wider public that schemes can be introduced rapidly and relatively cheaply. The future, '**Blueprints Two and Three'**, will build on these schemes - laying the foundation for a wider, more coherent network offering better active travel choices, whilst transforming the look and feel of our High Streets, Town Centres, Key Corridors and Neighbourhoods.

**Our Ambitious Strategies**

In 2016, Essex developed and adopted a detailed and ambitious Cycling Strategy. It set out the key elements of a long-term plan for significant and sustained increase in cycling in Essex, mirroring the UK's target of doubling cycling levels by 2025 and establishing cycling in the public's mind as a 'normal' mode of travel, especially for short A-to-B and last mile trips. A key outcome of the strategy was to produce Cycling Actions Plans (CAPs) for each of the County's Districts. These consider the current level of cycle demand, how cycling levels can be increased, cycle safety issues, gaps in the existing cycle provision - particularly relating to key routes and how any gaps can be closed through enhancements - better connectivity to recreation, key employment areas, development zones and schools; and ways of marketing existing and proposed routes. To date, all twelve Districts - have produced bold CAPs have been produced and can be found here : https://www.essexhighways.org/getting-around/cycling/cycle-programme.aspx. These CAPs have influenced the development of the LCWIPs and the development of the proposed schemes in this bid.

In 2019, we refreshed our innovative Walking Strategy, which, like cycling, has high ambitions for walking to be regarded as an 'Easy, Safe and Normal'. The Walking Strategy highlights the importance of walking in towns and cities, including the development of coherent walking networks which enable journeys on foot as a key component of encouraging more active and sustainable travel. Walking is recognised as the most convenient way of accessing local neighbourhoods, town and city centres, local high streets and key destinations. The Walking Strategy recognises the importance of good walking infrastructure and the importance of design in developing a healthier and sustainable approach to streets.

Our innovative Walking and Cycling strategies are a perfect fit with the emergency response to COVID-19, with the requirement to not only encourage socially distanced walking and cycling, but also to accelerate the plans in delivering connected active mode networks in the main urban areas and beyond.

**Our Systematic Approach to Behaviour Change**

ECC has demonstrated its absolute commitment to these measures by launching a countywide behavioural change programme called '*Stop.Swap.Go!'* (https://www.stopswapgo.co.uk/) in July 2020. This encourages residents, workers and visitors to rethink their travel habits and switch to more sustainable modes, particularly for shorter journeys. The programme will take 160,000 people out of their cars and into active travel.

**Political and Partner Support**

Our ambition for walking, and cycling in Essex is supported across the political spectrum at all levels of local government and the schemes in this proposal have been developed collaboratively with our district council colleagues and are supported by Cabinet. They recognise the key role active travel has to play in supporting the economy of Essex, as well as being the most affordable, convenient and fastest way to get around. Our recently launched Essex Climate Action Commission (https://beta.essex.gov.uk/climate-action) has a dedicated transport workstream with a focus on active travel measures.

Developing coherent active mode networks with high quality and well-planned infrastructure is vital in encouraging walking and cycling and improving safety. In Essex, every urban area will have a well-planned, safe and well-maintained cycle network that connects key destinations and supports a network of recreational routes which cater for all users and abilities.

**Our Transformational Measures**

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, across 5 geographic areas:

- **Semi-permanent segregated cycling and walking strategic gateway routes** (achieved by reallocating road-space whilst minimising the impact on normal traffic) – *All five schemes*
  **OBJECTIVE: To replace journeys previously made by public transport - Help avoid overcrowding on public transport systems - Help deliver significant health, environmental and congestion benefits - To create an environment that is safer for both walking and cycling.**

- **Permanent Enhanced Crossings** – *Chelmsford, Colchester, Brentwood and Basildon / Wickford*
  **OBJECTIVE: To create an environment that is safer for both walking and cycling - Help deliver significant health, environmental and congestion benefits.**

- **Low traffic neighbourhoods** – *Chelmsford, Colchester, Brentwood and Basildon / Wickford*
  **OBJECTIVE MET: To create an environment that is safer for both walking and cycling - Help deliver significant health, environmental and congestion benefits.**

- **School Streets** – *Colchester, Braintree, Brentwood and Basildon / Wickford*
  **OBJECTIVE: To create an environment that is safer for both walking and cycling - Help deliver significant health, environmental and congestion benefits.**

- **Permanent Junction improvements** – *Delivery of a Dutch Style junction in Braintree*
  **OBJECTIVE: To create an environment that is safer for both walking and cycling - Help deliver significant health, environmental and congestion benefits.**

- **20 mph Zones** - *All five schemes*
  **OBJECTIVE: To create an environment that is safer for both walking and cycling - Help deliver significant health, environmental and congestion benefits.**

Phase 1 allowed us to complement and build upon the existing ECC sustainable transport investment to deliver our walking and cycling strategies.

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.

We will deliver:

- Truly transformational change to active travel in Essex by building on our Phase 1 routes
- Resilience for our local economies during COVID-19 restrictions by supporting safe, socially distanced, active mode journeys for work, retail and leisure
- Improvements to health and wellbeing for local residents
- Improvement to air quality through decreased congestion and decreased motor vehicle use
- Linkages to, and integration with, LCWIP proposed routes, flagship cycle routes, Park & Ride sites and public transport hubs – providing residents with a flexible and integrated solutions
- Embedding of cycling and walking as the answer to local travel needs enabling Essex residents, visitors and workers alike to travel 'Safer, Greener and Healthier'.

**3. Please provide a summary of the proposed scheme(s). For example, locations, measures to be adopted, and whether they are temporary or permanent measures. Please explain how the scheme(s) will help to address the local challenges you have set out above, consistent with the objectives of the Fund. This should include how you have considered any mitigating impacts on other transport modes. ***

Using a data-driven priority assessment tool, we have identified and are promoting the following schemes to move forward our transformational aspirations and to deliver your objectives:

**Scheme 1 – Transforming Colchester**

Colchester is a modern, growing and thriving town with a historic and highly constrained urban transport network, but, with significant growth planned, it demands a sustainable transport network which can accommodate the growth, support the town centre economy and mitigate serious air quality issues in the town centre areas. Colchester has already benefited from a range of Phase 1 emergency active travel measures and, building on the strong foundation of the Colchester Cycle Demonstration Town which saw an **increase of 19% in cycle numbers** at monitored sites between 2007 and 2011, we have prioritised three Local Cycling and Walking routes to instigate a further transformational step-change in active mode provision.

There is an extensive walking network with approximately 15,900 people (7,600 dwellings) within an 800m walking distance of the town centre; there is a cycle network serving the town centre from all directions, with a mixture of on and off-road routes. Historical barriers to cycling have been improved with new shared-use bridges across the river to the North and across Balkerne Hill to the West, with cycling allowed through subways under the main roads to the South and West.

In recent months, the COVID-19 crisis has changed how and why people travel, introducing new habits and norms that would not have been the case just a few months ago. As we move forward beyond COVID-19, we need to ensure Colchester remains a destination of choice and can maintain its status as an employment, leisure and residential centre for the region. Against this backdrop, and the effects that COVID-19 has had on commuting patterns, it is essential to maintain safe and secure corridors for those people needing to access the town centre, particularly from North Station. The corridor along North Station Road, Middleborough and North Hill is the most direct access from the station to the High Street and has long been identified as needing improvement to encourage use as a sustainable corridor (Fixing the Link – 2016, joint project between Greater Anglia Railway, Essex CC and Colchester BC).

This scheme is based on three **LCWIP** routes that meet and cross in the town centre – one running from West to East and the other from North to South and these enhance improvements established in Phase 1 of the emergency active travel fund.

The West-East corridor, approximately 2.1 miles (3.3 kms) in length, is based on Colchester LCWIP Routes 3 and 8, and incorporates improvements starting at the junction of Spring Lane, Church Lane with Lexden Road progressing along Lexden Road, Crouch Street, St John’s Street, Vineyard Street and Priory Street and ending on East Hill.

**Objectives and opportunities**: To replace journeys previously made by public transport; help avoid overcrowding on public transport systems; help deliver significant health, environmental and congestion benefits; create an environment that is safer for both walking and cycling.

The North-South corridor, approximately 1.3 miles (2.1 kms) in length, is based on Colchester LCWIP Routes 1A and 8, and incorporates improvements starting at Bruff Close / Mile End Road where there have been recent improvements to the cyclepath along the length of Mile End Road. The route shares the proposed Rapid Transit route, from the Park & Ride, which is being constructed as part of the successful Housing Infrastructure Funding (HIF) bid. It will link the Tendring Colchester Border Garden Community (TCBGC) with the town centre and key infrastructure locations, to help ensure sustainable transport is the key mode of travel going forward. The route then progresses through North Station Roundabout, Station Way, Essex Hall Roundabout, North Station Road, the Albert Roundabout, North Station Road, Middleborough, North Hill, Headgate and Butt Road, ending at the junction of Beaconsfield Avenue, Le Cateau Road and Butt Road.

**Objectives and opportunities:** To replace journeys previously made by public transport; help avoid overcrowding on public transport systems; help deliver significant health, environmental and congestion benefits; create an environment that is safer for both walking and cycling.

Both of these routes involve the creation of segregated corridors (using the reallocation of road-space), the adoption of School Streets, Low Traffic Neighbourhoods and 20 mph speed limits, together with permanent junction and crossing improvements. Neither routes will affect public transport operation. The introduction of a bus gate in North Station Road and lane restrictions will only have limited impact on traffic flows, but still encourage modal shift.

For a schematic of the proposals, please see Figure 6.

**Scheme 2 – Transforming Chelmsford**

Chelmsford, England's newest city, is one of the fastest growing locations in the South-East of England. The City is building close to 1,000 new homes and attracting 700 jobs per year with a population forecast to reach 200,000 by 2035. Beaulieu and Channels in North Chelmsford are delivering 4,350 new homes, three new schools, a business park and a new rail station, whilst, in the City Centre, recent developments such as Marconi Evolution, City Park West, and Chelmer Waterside, are bringing forward over 2,000 new homes. The new Local Plan for Chelmsford has identified land for 9,000 new homes in three different growth locations. However, Chelmsford has declared air quality management areas in the City Centre and experiences significant congestion and delay in the peak periods with modelling showing only 4% capacity remaining on the City Centre road network at peak times.

To date, and in order to address the challenges of a growing, thriving urban area, we have been successful in delivering two park and rides in Chelmsford and securing funding for transformational schemes which include the new Beaulieu Rail Station through the Housing Infrastructure Fund. Following extensive public consultation on the problems, issues and solutions in Chelmsford, we are also part-way through delivery of a £15 million transformational package of Local Growth Funded sustainable measures in the City Centre. Chelmsford is already embarked on

a revolutionary journey in terms of its Future Transport Network Strategy and is therefore an ideal location to deliver Emergency Active Travel measures further reallocating road space away from cars.

This scheme is based on two **LCWIP** 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 South-East and enhances improvements established in Phase 1 and so is very much putting the C back into cycling for Chelmsford ! Our proposed schemes support travel along existing public transport corridors to help relieve pressure in the short term and also support safer walking and cycling through provision of formalised crossing points, as well as, longer term, supporting mode shift and congestion reduction.

The East to City centre corridor is approximately 1.0 miles (1.6 kms) in length, based on Chelmsford LCWIP Route 2, starts at Chelmer Village, crossing Chelmer Road (A138), progressing along Sandford Road, Springfield Park Road, Trinity Road, Springfield Road, Victoria Road and ending at the pedestrian crossing with Riverside. This then provides access along a successfully renovated cycle and footpath to the City Centre and adjoins improvements introduced through Phase 1 along Victoria Road.

**Objectives and opportunities:** To replace journeys previously made by public transport; help avoid overcrowding on public transport systems; help deliver significant health, environmental and congestion benefits; create an environment that is safer for both walking and cycling.

The West to South-East corridor is approximately 0.9 miles (1.4 kms) in length, based on Chelmsford LCWIP Routes 1A and 7, with improvements starting at the end of the cycle path from the railway station, alongside the Virgin Gym in New Writtle Street, crossing New London Road, and progressing along Grove Road, Mildmay Road, Lady Lane and crossing Van Diemans Road where it meets an already established cycle route to Baddow.

This scheme directly supports a recent application to the DfT MRN fund for the Army and Navy junction whereby we are very much adopting a 'sustainable first' approach. This ensures that there is credible alternative provision to the private car to assist in delivering a strong business case for the improvements at this key interchange and gateway for the City.

**Objectives and opportunities:** To replace journeys previously made by public transport; help avoid overcrowding on public transport systems; help deliver significant health, environmental and congestion benefits; create an environment that is safer for both walking and cycling.

Both of these routes involve a mix of temporary and permanent segregated corridors (using the reallocation of road-space), junction improvements, crossing improvements, 20 mph speed limits and the adoption of School Streets and a Low Traffic Neighbourhood. Neither routes will affect public transport operation and, because the routes are mainly local urban, they should have limited impact on traffic flows and will offer a real alternative for Active Travel options to encourage modal shift.

For a schematic of the proposals, please see Figure 7.

**Scheme 3 – Transforming Braintree**

Braintree is a small market town in the north of Essex and has shown its commitment to be transformational, through being the home to the first Electric Forecourt in the UK, proving a strong commitment to clean modes of transport, plus introducing measures to facilitate walking and cycling for shorter journeys. Braintree is well connected to key growth points such as London, Cambridge and Stansted Airport and will to continue to be a liveable location for future growth with up to 14,320 new homes planned to 2033. As a result, Braintree is also fast becoming a destination of choice and it is vital to ensure that the right infrastructure and behaviours are woven into the network now before potential un-sustainable behaviours perpetuate. This is why we are proposing to implement the County's **first Dutch Style roundabout** on one of the key LCWIP routes in the town. This helps achieve the objectives contained in Braintree's Cycling Action Plan, particularly the need for connected routes and cohesive networks that connect safely and directly to the existing footpaths and cycle way routes, to and from new developments to the main commuter, community and retail centres or recreational links. This ensures that people are encouraged to walk, or cycle, for the short local journeys and avoid using the car.

The scheme is based on two **LCWIP** routes that head towards the town centre and meet up with measures adopted for Phase 1 – one running from East to West and the other from South to North and enhances improvements established in the earlier phase.

The East-West cycling and walking route is approximately 0.9 miles (1.4 kms) in length, based on Braintree LCWIP 2 and starting at the double mini-roundabout junction of Courtauld Road with Coggeshall Road, progressing along Coggeshall Road, Bank Street and Panfield Lane ending at the roundabout junction of Panfield Lane with Porters Field.

**Objectives and opportunities:** To replace journeys previously made by public transport; help avoid overcrowding on public transport systems; help deliver significant health, environmental and congestion benefits; create an environment that is safer for both walking and cycling.

The South-North route is approximately 0.3 miles (0.5 kms) in length, based on Braintree LCWIP 4 and 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 with existing provisions, and proposed LCWIP improvements (LCWIP 1b & LCWIP 4) to the South, to provide improved wider connectivity with the centre of the town.

**Objectives and opportunities:** Help deliver significant health, environmental and congestion benefits; create an environment that is safer for both walking and cycling.

These routes involve both permanent and temporary segregated corridors, footway widening (using the reallocation of road-space), junction improvements, crossing improvements, point closures, filtered permeability, School Streets and 20 mph speed limits. The double mini-roundabout at the junction of Courtauld Road and Coggeshall Road will be converted to a 'Dutch-style' roundabout. The improvements in Station Approach are tied to other improvements the council are making for bus operation in the area around the train station. The routes are mainly local urban, so traffic flows will only be impacted minimally.

For a schematic of the proposals, please see Figure 8.

**Scheme 4 – Transforming Brentwood**

Brentwood Urban Area is comprised of a group of large towns and urban neighbourhoods, in compact settings, with a total population of 75,600, the majority being located in Brentwood and Shenfield, (with populations of 22,410 and 20,790 respectively). With the planned further growth by 2036 of nearly 8,000 new homes and appropriate facilities, these centres will become even more attractive. The centres already provide a wide range of services and opportunities for employment, retail, education, health and leisure facilities to the immediate residential areas, as well as to the wider population in the Borough. They are easily accessible and well served by public transport provision, including rail services, and existing infrastructure which needs to continue during the COVID-19 crisis, particularly as Brentwood is also now served by Crossrail which will soon become fully operational with the Elizabeth Line being extended in to Essex. Sustainable travel to these key interchanges is an important aspect for movement and access, along with neighbouring Shenfield.

Traffic congestion with its associated negative effects of air quality is one of the main issues affecting quality of life and local economic performance in Brentwood. Brentwood has a disproportionately high level of car ownership compared to the national average. Without alternative means of transport, cars will continue to be the dominant choice to access nearby services, employment and leisure facilities. The delivery and encouragement of sustainable transport alternatives is essential.

The Brentwood Cycling Action Plan highlights the need for a flagship cycle route between the key attractors of Brentwood High Street and Shenfield Station. The route connects Brentwood commuters to Shenfield railway station, where a faster, more frequent service runs to London. Equally, the route facilitates the movement of Shenfield residents to the broader provision of shops and services in Brentwood town centre. Sustainable connectivity remains an impediment to encouraging both walking and cycling. The main corridor between Shenfield and Brentwood is the heavily used A1023 Shenfield Road. The levels of traffic, especially in the narrower sections of carriageway, are less conducive to cycling. This scheme will provide a safe, accessible and desirable alternative for cyclists of all abilities, by reallocating road space and providing a quieter cycle route that bypasses the narrowest section of Shenfield Road.

From Brentwood High Street, the route extends across the busy Wilsons Corner junction, providing segregation along Shenfield Road to the junction with Crescent Drive. Here the route enters a Low Traffic Neighbourhood providing a link to Shenfield High Street and the Elizabeth Line terminal and mainline station. Schools streets are proposed either side of Shenfield Road to encourage active travel to the schools on Sawyers Hall Lane and Middleton Hall Lane.

**Objectives and opportunities:** Help deliver significant health, environmental and congestion benefits; create an environment that is safer for both walking and cycling.

The route involves a permanent segregated corridor approximately 0.75 miles (1.2 kms) in length (using the reallocation of road-space), junction improvements, point closures, filtered permeability, adoption of School Streets and a Low Traffic Neighbourhood with a 20 mph speed limit. Bus operation is not affected by this scheme and there is sufficient road width to accommodate the segregated cyclelanes in Shenfield

Road. Phase 1 measures have already restricted general traffic along the High Street, without adversely affecting traffic flows around the town.

For a schematic of the proposals, please see Figure 9.

**Scheme 5 – Transforming Basildon / Wickford**

Basildon Borough Council (BBC) has prepared and submitted its new Local Plan for examination. This provides the framework for future growth and development up to 2034 for at least 18,000 new homes and 20,000 new jobs, and has identified strategic site allocations for housing, businesses, retail and leisure.

In terms of sustainable transport modes, the Borough has worked in close partnership with Essex County Council to develop a local Cycling Strategy and has an LCWIP to provide a strategic approach to get more people using cycling as a travel choice, bringing wider travel, health and wellbeing benefits. Within Basildon (including Laindon and Pitsea), there is a well-developed network of cycleways, which were installed through the development of the New Town, but this is not the case in Billericay and Wickford. Despite a good network in the urban area of Basildon, the proportion of people travelling to work by bicycle is below the national average. A high level of ambition and transformation is required to deliver improvements to the existing network and secure cycle parking facilities at key destinations, whilst also incorporating new strategic gateway route provision and facilities between key urban areas, such as between Wickford and Basildon and the new developments.

The Basildon Enterprise Corridor area to the north of Basildon is a key employment provider in the South Essex sub-region, with over 45,000 jobs based there. However, the roads either side of this area are currently exceeding acceptable Air Quality thresholds, which ECC, BBC and JAQU (DEFRA/DfT) are working to address. ECC and BBC have also been working with the National Infrastructure Commission to improve sustainable transport links between Wickford and Basildon. This provides a connection between the two rail lines.

Wickford Town Centre is located in the North-East of the Borough and has enjoyed a number of recent regeneration projects, including the renovation and refurbishment of Wickford swimming pool to incorporate a new fitness suite, the relocation of the market to Market Lane and a new public square, new public toilets and improvements to the High Street in the form of renewed paving, shop frontages, landscaping and lighting. Such improvements mean the linkages between the Basildon and Wickford via sustainable active modes are now as important as ever - ensuring contained and continued access levels for residents, workers and visitors to travel freely between them.

The scheme is based on Basildon LCWIP Route 3 and involves a series of improvements from Nevendon Road in the South of the town to Wickford town centre and the Wickford railway station.

**Objectives and opportunities:** Help deliver significant health, environmental and congestion benefits; create an environment that is safer for both walking and cycling.

The proposals involve improved cycling and walking corridors approximately 1.1 miles (1.8 kms) in length, junction improvements, crossing improvements, adoption of 20 mph speed limits, School Streets and a Low Traffic Neighbourhood. The route is along a bus corridor and, as well as improving access to bus stops, the scheme will seek to improve bus operations in the town. Phase 1 measures prioritised the High

Street for pedestrians and cyclists. The area to the south of London Road is local urban where traffic flows will only be minimally affected as there is a parallel strategic route.

For a schematic of the proposals, please see Figure 10.

**4. What prioritisation has been undertaken to identify these proposed scheme(s)? Please tick all that apply ***

√ Scheme(s) identified in Local Cycling and Walking Investment Plan (LCWIP)

N/A Scheme(s) identified as priority in Transport for London's Strategic Cycling Analysis or Strategic Walking Analysis

√ Scheme(s) identified in Local Transport Plan

√ Scheme(s) identified by the Rapid Cycleway Prioritisation Tool (https://www.cyipt.bike/rapid/)

√ Scheme(s) identified using the Propensity to Cycle Tool (https://www.pct.bike/)

√ Scheme(s) identified through consultation with stakeholders

√ Other (please specify):

ECC, and our partner Jacobs, have developed a bespoke Prioritisation Tool as part of the development of this bid. This multi-criteria analysis framework was developed from the ECC LCWIP Stage 6 Prioritisation Tool, together with EATF2 criteria, and could be further iterated to provide an Evaluation Framework as part of our Evaluation approach. This will be supplemented with further quantitative and qualitative analysis to provide regular reporting of performance and will be linked to the Essex County Council Sustainable Transport Business Plan.

# 3. LCWIPs

**5. Which LCWIPs do the schemes fall under? ***

Colchester – LCWIPs 1A, 3 and 8

Chelmsford – LCWIPs 1A, 2 and 7

Braintree – LCWIPs 2 and 4

Basildon – Wickford LCWIP 3

Brentwood – Proposed LCWIP and Flagship Cycle Route.

**6. Please provide a URL to the LCWIP, if available**

LCWIPs awaiting final ratification from the DfT.

# 4. Scheme 1

*Please provide a summary for each of up to 5 schemes. If this funding will be used for more than 5 schemes, please provide details for the 5 most expensive.*

**7. Scheme name ***

Scheme 1 – Transforming Colchester

**8. Total scheme cost ***

£4.015m

**9. Please provide a clear description of the scheme, including :**

- **the location of new cycle lanes proposed to be introduced**
- **types of road that they are located on**
- **the location of any junction improvements and point closures;**
- **the location of any area-wide measures such as School Streets, point closures or modal filters;**
- **whether interventions are temporary or permanent.**

**A map should be provided if possible.**

The scheme is based on three **LCWIP** routes that meet and cross in the town centre – one running from West to East and the other from North to South and enhances improvements already established in Phase 1. In addition to a process of wider stakeholder involvement, these Phase 2 measures have also been refined through a specifically arranged workshop event held with representatives from the local walking, cycling and accessibility groups which also included representatives from Colchester Borough Council and the ECC road safety team. It is intended that this collaborative approach will continue to refine the measures going forward (as on other schemes across the County).

The West-East corridor is approximately 2.1 miles (3.3 kms) in length, based on Colchester LCWIP Route 3.

Improvements start at the junction of Spring Lane, Church Lane with Lexden Road with the introduction of a permanent segregated cycleway which extends the length of Lexden Road. In addition, the measures will also support walking with priority pedestrian crossings proposed on the side roads and improved / upgraded crossings. Where there is a cluster of five schools, either side of Lexden Road, a School Streets zone with 20 mph speed restrictions will be introduced, with a further zone around Colchester Grammar School. At the junction of Crouch Street, the proposed route continues on the more direct line to the town centre along Crouch Street. Here, parking will be removed to allow the introduction of the segregated cycleway and to improve the width of the footway.

Currently, the crossing of the busy Balkerne Hill is either through a relatively narrow subway, or, at-grade, over a staggered crossing. Given the need to provide a rapid response with these interventions, a new improved at-grade 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 Street where Phase 1 measures will be refined with improved segregation, and ending on East Hill. These measures will represent a significant improvement over the current provisions provided to support walking and cycling.

The North-South corridor is approximately 1.3 miles (2.1 kms) in length, based on Colchester LCWIP Route 1.

The corridor improvements start at Bruff Close / Mile End Road where there have been recent improvements to the cyclepath along the length of Mile End Road and 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. Capitalising on the Phase 1 improvements, 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 there will be point closures and a bus gate to deter through traffic which has an easy viable alternative to the West.

The route progresses through Middleborough and up North Hill where the Phase I improvements will be expanded via signal upgrades at the existing junction with St Peter's Street to facilitate improved pedestrian and cycle movements. Phase 1 reallocation of road space EATF measures will be refined to create a fully segregated cycle route 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 will be reallocated to provide fully segregated cycleway and improvements for pedestrians by removing the shared footway / cycleway provision and ends at the junction of Beaconsfield Avenue, Le Cateau Road with Butt Road. These transformational measures will represent a significant improvement over the current provisions provided to support walking and cycling.

For both corridors the 20mph zones already implemented under Phase 1 will be extended.

For maps of the scheme please see Appendix A1 and A2.

The AMAT summary will be forwarded separately later.

**10. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered. ***

- √ New segregated cycleway (permanent)
- √ New segregated cycleway (temporary)
- √ Installing segregation to make an existing cycle route safer
- √ Point closures of main roads to through traffic, apart from buses, access and disabled
- New permanent footway
- √ New temporary footway
- √ Widening existing footway
- √ Provision of secure cycle Parking facilities
- √ Restriction or reduction of Parking availability (e.g. closing bays or complemented by increasing fees)
- √ Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)
- √ Park and cycle/stride/scooter facilities
- Selective road closures using planters, cones or similar
- √ Provision for monitoring and evaluation of schemes
- √ Other (please specify):

Permanent cycleways will be introduced (along Lexden Road) and temporary footways and cycleways (along Crouch Street, St John's Street and Prior Street) will be trialled for a period of time and, if successful, will be converted to permanent infrastructure.

School Streets.

20 mph speed limits and zones.

Filtered permeability will be introduced on North Station Road with the installation of a new bus gate.

The routes connect to the proposed Rapid Transit System (and segregated cycleway) which will link the Park & Ride adjacent to the A12, North of the town, to the town centre and to the emerging new garden community in North-East Colchester.

Complimentary measures e.g. cycle parking, seating, planters etc will be considered on each route to create healthy streets for all users.

**11. For corridor schemes, please provide the route length in miles**

LCWIP Route 3 (West-East) = 2.1 miles (3.3 kms)

LCWIP Route 1 (North-South) = 1.3 miles (2.1 kms)

**12. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)**

Junction Improvements = 28 including side street pedestrian priority layout changes

Crossing Improvements = 2

Point Closures = 2

Low Traffic Neighbourhood = 1

School Street Zones = 2

School Streets = 8

# 5. Scheme 2

**13. Scheme name**

Scheme 2 – Transforming Chelmsford

**14. Total scheme cost**

£2.942m

**15. Please provide a clear description of the scheme, including :**

- **the location of new cycle lanes proposed to be introduced**
- **types of road that they are located on**
- **the location of any junction improvements and point closures;**
- **the location of any area-wide measures such as School Streets, point closures or modal filters;**
- **whether interventions are temporary or permanent.**

**A map should be provided if possible.**

The scheme is based on two **LCWIP** 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 and enhances improvements already established in Phase 1.

The East to City centre corridor is approximately 1.0 miles (1.6 kms) in length, based on Chelmsford LCWIP Route 2.

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 for pedestrians 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 with appropriate point closures and the area around Trinity Road will be a School Streets zone with 20 mph speed restrictions. There will be a reallocation of road space on Springfield Road from the Trinity Road junction until the junction with Victoria Road.

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. This then adjoins improvements introduced through Phase 1 along the Western end of Victoria Road with a segregated cycleway through to the railway station.

The West-East corridor is approximately 0.9 miles (1.4 kms) in length, based on Chelmsford LCWIP Route 1A.

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, meeting up with the LCWIP improvements noted above. Currently, this cycleway / footpath crosses Parkway (A1060) via a relatively narrow underpass which does not meet basic design standards and is liable to flooding. A new Toucan crossing will be installed to provide better access to the railway station and create more direct / coherent access to the station and the city for four LCWIP routes. The route progresses along New Writtle Street and will cross New London Road at an improved cycle / pedestrian crossing where road space will be reallocated to create improvements for pedestrians and cycles, while the junction with New London Road will be improved.

Moulsham Street will be transformed via a point closure at the northern end to create a vibrant shopping location linking to the city's main High Street. It then progresses along various minor roads in the Moulsham district via Grove Road, Mildmay Road and Lady Lane where point closures will reduce the impact of rat-running and create the sense of a liveable neighbourhood. It is planned to make the local urban area of Moulsham a Low Traffic Neighbourhood with 20 mph speed restrictions and appropriate point closures, as the streets in this area are narrow and are highly suitable for this type of intervention. The corridor then crosses Van Diemans Road at an upgraded Toucan crossing and enters the estate where it meets an already established cycle route to Baddow.

For maps of the scheme please see Appendix B1 and B2.

The AMAT summary will be forwarded separately later.

**16. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.**

- √ New segregated cycleway (permanent)
- √ New segregated cycleway (temporary)
- √ Installing segregation to make an existing cycle route safer
- Point closures of main roads to through traffic, apart from buses, access and disabled
- New permanent footway
- √ New temporary footway

- √ Widening existing footway
- √ Provision of secure cycle parking facilities
- √ Restriction or reduction of Parking availability (e.g. closing bays or complemented by increasing fees)
- √ Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)
- √ Park and cycle/stride/scooter facilities
- √ Selective road closures using planters, cones or similar
- √ Provision for monitoring and evaluation of schemes
- √ Other (please specify):

Please note that these routes provide a strong connection with all the work currently being undertaken to improve the Army and Navy roundabout, where the flyover has recently been removed. Any actions taken to remove traffic from the network and encourage modal shift to cycling and walking will have a positive impact on the traffic flows through the congested Army & Navy roundabout.

Complimentary measures e.g. cycle parking, seating, planters etc will be considered on each route to create healthy streets for all users.

**17. For corridor schemes, please provide the route length in miles**

LCWIP Route 2 (North-East to City) = 1.0 miles (1.6 kms)

LCWIP Route 1A (East-West) = 0.9 miles (1.4 kms)

**18. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)**

Junction / Crossing Improvements = 6

Point Closures = 4

Low Traffic Neighbourhood = 1

School Street Zones = 1

# 6. Scheme 3

**19. Scheme name**

Scheme 3 – Transforming Braintree

**20. Total scheme cost**

£1.009m

**21. Please provide a clear description of the scheme, including :**

- **the location of new cycle lanes proposed to be introduced**
- **types of road that they are located on**
- **the location of any junction improvements and point closures;**
- **the location of any area-wide measures such as School Streets, point closures or modal filters;**
- **whether interventions are temporary or permanent.**

**A map should be provided if possible.**

The scheme is based on two LCWIP routes that head towards the town centre and meet up with the pedestrianisation introduced as part of the recent town centre regeneration programme – one running from East to West and the other from South to North and enhances improvements already established in Phase 1.

The East-West route is approximately 0.9 miles (1.4 kms) in length, based on Braintree LCWIP 2.

The route starts at the double mini-roundabout junction of Courtauld Road with Coggeshall Road. Due to the available highway area at this junction, it is proposed to introduce a full 'Dutch-style' roundabout with all the relevant crossings and demarcation. The EAFT2 will provide the opportunity to fund this revolutionary and transformational change to this junction, which would be seen as a catalyst to promote future wider schemes going forward. This would be the first Dutch-style roundabout in Essex and believed to be only the second in the country (after Cambridge). The route then progresses along Coggeshall Road where there will be a segregated cycleway and improved footpaths leading up to the junction with Bank Street. The two junctions with Bocking Road and Panfield Lane will be point closures, while a bus gate will be

introduced on Rayne Road. A segregated contra-flow cycle lane will link Coggeshall Road with Panfield Lane. The route then progresses along Panfield Lane, with improved segregation, until the end junction with Porters Field and the Tabor Academy where a School Streets zone will be introduced.

The South-North route is approximately 0.3 miles (0.5 kms) in length, based on Braintree LCWIP 4.

The route commences at the Station on Station Approach. It is proposed to alter the current two-way operation of Station Approach, making it one-way for vehicular traffic from east to west with a permanent contra-flow segregated cycleway running west to east. The improvements to Station Approach will also involve improvements to the bus stops / stands adjacent to the railway station. From the end of Station Approach, there is a short section along South Street where junction amendments will allow for improved movements for pedestrians and cycles linking the station to the town centre and the measures that have already been introduced as part of the recent town centre regeneration works.

The route ends at the junction of Manor Street in the town centre. The town centre regeneration works then link the two LCWIP routes together. This route connects with existing provisions and proposed LCWIP improvements (LCWIP 1b & LCWIP 4) to the South to provide improved wider connectivity with the centre of the town.

For maps of the scheme please see Appendix C1 and C2.

The AMAT summary will be forwarded separately later.

**22. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.**

- √ New segregated cycleway (permanent)
- √ New segregated cycleway (temporary)
- √ Installing segregation to make an existing cycle route safer
- √ Point closures of main roads to through traffic, apart from buses, access and disabled
- New permanent footway
- √ New temporary footway
- √ Widening existing footway
- √ Provision of secure cycle parking facilities
- √ Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)

- √ Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)
- Park and cycle/stride/scooter facilities
- √ Selective road closures using planters, cones or similar
- √ Provision for monitoring and evaluation of schemes
- √ Other (please specify):

It is proposed to introduce a full ‘Dutch-style’ roundabout with all the relevant crossings and demarcation at the junction of Courtauld Road with Coggeshall Road.

**23. For corridor schemes, please provide the route length in miles**

LCWIP Route 2 (East-West) = 0.9 miles (1.4 kms)

LCWIP Route 4 (North-South) = 0.3 miles (0.5 kms)

**24. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)**

Dutch-Style Roundabout = 1

Junction / Crossing Improvements = 4

Point Closures = 2

School Street Zones = 1

# 7. Scheme 4

**25. Scheme name**

Scheme 4 – Transforming Brentwood

**26. Total scheme cost**

£0.874m

**27. Please provide a clear description of the scheme, including :**

- **the location of new cycle lanes proposed to be introduced**
- **types of road that they are located on**
- **the location of any junction improvements and point closures;**
- **the location of any area-wide measures such as School Streets, point closures or modal filters;**
- **whether interventions are temporary or permanent.**

**A map should be provided if possible.**

From Brentwood High Street, where Phase 1 flexible permeability measures with improved pedestrian access were introduced between Kings Road and Ingrave Road (A128), 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. Off this section Sawyers Hall Lane to the north, and Middleton Hall Lane to the south, both house clusters of schools and will be designated School Street zones. The segregated cycling provision will extend to the junction with Crescent Drive, where a new Toucan crossing will be introduced. The route will then pass through a Low Traffic Neighbourhood and associated 20mph zone, via Crescent Lane and Brentwood Community Hospital, Middleton Road, Worrin Road and York Road (all quiet residential roads) until it reaches Shenfield High Street (Hutton Road) and the mainline rail station / Crossrail Station.

The scheme involves a series of improvements along the A1023 Shenfield Road and Brentwood High Street and enhances improvements already established in Phase 1. Through road space reallocation, permanent segregated cycling provision is provided on both sides of the Shenfield Road, along with a new Toucan crossing. At the eastern end of the corridor towards Shenfield station, walking and cycling is facilitated with a Low Traffic Neighbourhood and an associated 20mph zone, whilst there will be designated School Street zones either side of

the route to further encourage sustainable travel in the area. This will include consideration 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, and while facilitating social distancing.

The route provides a direct connection between the urban centres of Shenfield and Brentwood, and completes a well needed link in a cycle corridor that has been the subject of great appetite for many years both from Borough partners (Brentwood Borough Council) and cyclists alike. The route provides a missing link in the network, connecting to the North-East to an existing off-road cycle route along Chelmsford Road past Shenfield High School. With additional development planned in the vicinity, the cycle route would also form a catalyst to facilitate the sustainable transport network required to accommodate both immediate and future needs.

In terms of value for money, the scheme includes signage in the quieter areas, along with carriageway improvements where required, and so provides an appropriate level of intervention. The scheme will also be scalable, for example we will be looking to respond to existing constrains associated with Sawyers Hall Lane and seeking to make interventions to improve the environment along that road.

For a map of the scheme please see Appendix D.

The AMAT summary will be forwarded separately later.

**28. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.**

- √ New segregated cycleway (permanent)
- New segregated cycleway (temporary)
- √ Installing segregation to make an existing cycle route safer
- √ Point closures of main roads to through traffic, apart from buses, access and disabled
- New permanent footway
- √ New temporary footway
- √ Widening existing footway
- √ Provision of secure cycle parking facilities
- √ Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)
- √ Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)

Park and cycle/stride/scooter facilities

√ Selective road closures using planters, cones or similar

√ Provision for monitoring and evaluation of schemes

√ Other (please specify):

Complimentary measures e.g. cycle parking, seating, planters etc will be considered on each route to create healthy streets for all users.

New Toucan crossing.

**29. For corridor schemes, please provide the route length in miles**

Brentwood Route = 0.75 miles (1.2 kms) – 1.6 miles (2.56 kms) in overall length including Phase 1 measures

**30. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)**

Junction / Crossing Improvements = 2

Point Closures = 1

Low Traffic Neighbourhood = 1

School Street Zones = 2

# 8. Scheme 5

**31. Scheme name**

Scheme 5 – Transforming Basildon / Wickford

**32. Total scheme cost**

£0.786m

**33. Please provide a clear description of the scheme, including :**

- **the location of new cycle lanes proposed to be introduced**
- **types of road that they are located on**
- **the location of any junction improvements and point closures;**
- **the location of any area-wide measures such as School Streets, point closures or modal filters;**
- **whether interventions are temporary or permanent.**

**A map should be provided if possible.**

The scheme is based on Basildon LCWIP Route 3 that involves a series of improvements from Nevendon Road to Wickford town centre and the railway station.

From the existing off-road cycle provision to Basildon (including the Enterprise Corridor employment area) along A132 Nevendon Road, and links to the Wick residential area to the east, the corridor starts at the signal crossing of Nevendon Road (200 metres south west of Cranfield Park Roundabout) and progresses with improved segregation and priority for pedestrians and cyclists along Browning Drive and Nevendon Road to the junction with A129 London Road. This area of Wickford will be designated a Low Traffic Neighbourhood with 20 mph speed restrictions. To the west of this area is a cluster of schools which will be designated a School Streets zone, also with 20 mph speed restrictions. There will be a second School Street zone on the eastern side to serve another primary school. The route then crosses the A129 London Road at an improved cycling and pedestrian crossing and enters the High Street where it meets the improvements introduced as part of the Phase 1 measures to improve pedestrian footways. Further improvements are under consideration around the High Street to provide

more extensive pedestrian areas and facilitate the local market. This may include a trial of a weekly Saturday closure of the High Street to all traffic (except cyclists), providing that a satisfactory alternative bus route can be identified. The route then extends north to Station Avenue and the railway station.

The proposals deliver a large section of LCWIP Route 3 and will improve walking and cycling provision from a large residential area to the town centre and rail station, as well as providing links further afield to the Basildon Enterprise Zone employment area and between the two South Essex train lines. Several schools in south Wickford will benefit from School Street zones which will further encourage the use of sustainable travel, as will the proposed Low Traffic Neighbourhood.

For a map of the scheme please see Appendix E.

The AMAT summary will be forwarded separately later.

**34. What measures are included in your proposed scheme(s)? Please select all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.**

- [ ] New segregated cycleway (permanent)
- [√] New segregated cycleway (temporary)
- [ ] Installing segregation to make an existing cycle route safer
- [√] Point closures of main roads to through traffic, apart from buses, access and disabled
- [ ] New permanent footway
- [ ] New temporary footway
- [√] Widening existing footway
- [√] Provision of secure cycle parking facilities
- [√] Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)
- [√] Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)
- [ ] Park and cycle/stride/scooter facilities
- [√] Selective road closures using planters, cones or similar
- [√] Provision for monitoring and evaluation of schemes
- [√] Other (please specify):

At the Southern end of the proposed route is an established cycleway which leads South-Westwards to the Nevendon junction and the North-Eastern corner of the large Basildon Enterprise Zone which provides employment to over 40,000 employees.

Improved crossings with greater priority for pedestrians and cyclists.

Complimentary measures e.g. cycle parking, seating, planters etc will be considered on each route to create healthy streets for all users.

**35. For corridor schemes, please provide the route length in miles**

LCWIP Route 3 (South to town centre and railway station) = 1.1 miles (1.8 kms)

**36. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)**

Junction / Crossing Improvements = 4

Low Traffic Neighbourhood = 1

Point Closures = 4

School Street Zones = 2

# 9. Finance case

**37. Total DfT funding sought (£) ***

For all five schemes = £9.626m. We have been intentionally ambitious in our programme to reflect the scale of the challenge across Essex and trust that colleagues at the DfT share our bold aspirations.

**38. Total DfT capital funding sought (£) ***

£8.272m (85%)

**39. Total DfT revenue funding sought (£) ***

£1.354m (15%)

**40. Total local authority contribution, if applicable, (£)**

£150,000 Design and £50,000 Monitoring = £200,000

# 10. Management case

**41. When do you expect to commence construction? ***

**Scheme 1 – Colchester**

December 2020

**Scheme 2- Chelmsford**

December 2020

**Scheme 3 – Braintree**

January 2021

**Scheme 4 – Brentwood**

December 2020

**Scheme 5 – Basildon – Wickford**

March 2021

All monies will be committed or spent by the end of the financial year 2020/21.

**42. When do you expect to have completed the work? ***

**Scheme 1 – Colchester**

July 2021

**Scheme 2- Chelmsford**

July 2021

**Scheme 3 – Braintree**

August 2021

**Scheme 4 – Brentwood**

May 2021

**Scheme 5 – Basildon – Wickford**

August 2021

For more detailed timelines, please see Figures 11 to 18.

**43. Please describe the project review and governance arrangements in place, and any assurance arrangements, e.g. to ensure that accessibility requirements will be met ***

ECC, through our partnership with Ringway Jacobs, has established an agile project team to allow for rapid implementation of the schemes. A project Board will include a Senior Responsible Owner, supported by Senior Suppliers, Senior Users, a business change lead and a project assurance lead. The Board will guide the project and make the key decisions required as identified by the key milestones in the delivery plan. The Board will also review key issues and will give direction in the management of risk.

The project team will be led by a Senior Project Manager who will manage the project on a day to day basis and will provide reports and key decisions to the Project Board. The Senior Project Manager will be employed via the Ringway Jacobs Partnership (Essex Highways) and will be the day to day interface with the Transport Planning and Engagement teams and the Delivery teams who will be implementing the various work-packages. Project support will manage the interface with other key components and will provide regular reporting of milestones in the plan and will support the Senior Project Manager from the Programme Management Office, whereby the key project documents including the Risk Log and other key plans and reports will be available.

Please see Figure 19.

It will be the task of the Boards and designated teams to ensure that the relevant accessibility requirements will be met. Good communication will be key throughout the development, implementation and monitoring of the packages.

**44. Please indicate what community engagement will be undertaken as part of the scheme development and that stakeholders have been consulted on matters such as accessibility issues, impacts on local businesses, freight deliveries and bus and taxi operators ***

In order for the schemes to be successful, it is very important that a consensus is maintained in the implementation of schemes. In the development of the Phase 1 schemes, ECC has worked with a range of stakeholders / partners, such as umbrella accessibility groups, as well as individual accessibility stakeholders to understand the perspective of specific groups to ensure that measures are as highly accessible as possible. In addition, ECC have worked with Business Improvement Districts, bus operators and other community groups and key stakeholders / partners to ensure that deliveries, drop off and collection points can be maintained or modified and loading bays can be accessed ensuring continued economic growth. ECC will continue build upon this approach of a high level of stakeholder engagement to work with partners to maintain the broad consensus for delivery. As part of the Bid ECC propose to fund resources for specialists to work with communities and schools, who have experience of working to find solutions at a neighbourhood level to encourage more walking and cycling for local trips or as part of a Park & Stride / Pedal / Scoot initiative, or School Streets.

In some cases, it is proposed that freight deliveries will be limited in hours of operation to improve the safety of the streets and to further encourage potential pedestrians and cyclists to leave the car behind.

In all cases, bus routes will not be affected, (For Wickford High Street, the trial of a Saturday closure (to all traffic except cyclists) will only proceed if a satisfactory alternative bus route can be identified).

**45. Please state which design standards have been followed in developing your scheme(s) ***

Locally developed standards.

**46. Consultancy spend should be limited and, where needed, existing framework contractors should be used. Are you intending to use consultants? ***

√ Yes
No

If yes, please provide details

Yes, as part of the Essex Highways Integrated Framework Contract.

# 11. Commercial case

**47. Is the authority ready to commence work and, if applicable, are contractors/ procurement / delivery partners in place? ***

√ Yes

Please provide details

Essex County Council (ECC) are committed to providing best value in the delivery of major highways schemes across the county. ECC has undertaken numerous procurement processes for major schemes.

Ringway Jacobs, through Essex Highways, will be available to deliver the schemes through their supply chain partners as per Phase 1.

Construction will be delivered through the Essex Highways Service Direct Delivery Framework using supply chain partners.

Essex Highways / Ringway Jacobs have been responsible for delivering all non-HE highway schemes in Essex since April 2012. All schemes are run to tight budgets and timing constraints and this programme would be managed in the same way.

# 12. Monitoring and Evaluation

**48. Has monitoring and evaluation been considered for all scheme(s)? ***

√ Yes
No

If yes please provide details

Essex has already installed the following permanent cycling counters:-

- Basildon 8
- Braintree 4
- Chelmsford 12
- Colchester 12

These will be supplemented with additional new counters on key points of the identified corridors.

Additionally, video cameras will be installed at key locations to provide counts of pedestrians.

All schemes will be monitored to obtain ‘before’ data and then again at a 1 year / 3 year ‘after’ interval.

ECC, and our partner Jacobs, have developed a bespoke Prioritisation Tool as part of the development of this bid. This multi-criteria analysis framework was developed from the ECC LCWIP Stage 6 Prioritisation Tool, together with EATF2 criteria, and could be further iterated to provide an Evaluation Framework as part of our Evaluation approach. This will be supplemented with further quantitative and qualitative analysis to provide regular reporting of performance and will be linked to the Essex County Council Sustainable Transport Business Plan.

**49. Using the monitoring and evaluation guidance provided, please outline briefly how you will monitor and evaluate each permanent scheme costing at least £2m. (If no individual scheme is expected to cost over £2m, please state "not applicable") ***

In addition to the above, Essex regularly monitors all traffic flows in the county through the Teletrac system and this will be used to verify the impact on traffic using speed and delay data.

# 13. Declaration

I confirm I have read and understood all the details in the accompanying letter, including the terms and conditions.

I confirm that the Senior Responsible Officer and the Section 151 Officer (or equivalent with delegated authority) have also read and understood the letter.

I declare that the information given is, to the best of my knowledge, correct.

**I understand that funding is conditional on the Section 151 Officer's confirmation that the schemes offer value for money.**

I confirm that the authority will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that the authority:

- has allocated sufficient budget to deliver the scheme(s) on the basis of its proposed funding contribution;

- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties; accepts responsibility for meeting any ongoing revenue and capital requirements in relation to the scheme(s);

- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided;

- confirms that the authority has the necessary governance/assurance arrangements in place.

I also understand DfT may request further details as to the scheme(s) and costs therein.

**50. Reporting Officer details ***

| | |
|---|---|
| Name * | Tracey Vickers |
| Telephone number * | 0345 603 7631 |
| Email address * | tracey.vickers@essex.gov.uk |

**51. Senior Responsible Officer details ***

| | |
|---|---|
| Name * | Andrew Cook |
| Telephone number * | 07584 218280 |
| Email address * | andrew.cook@essex.gov.uk |

**52. Section 151 Officer (or equivalent) details ***

| | |
|---|---|
| Name * | Nicole Wood |
| Telephone number * | 079467 05816 |
| Email address * | nicole.wood@essex.gov.uk |

**53. Please add further details or clarification**

Please note that all Figures and Appendices will be e-mailed separately.

In the time available, it has not been possible to develop specific transport planning models to capture any disbenefits to vehicles resulting from these proposals. However, the team believes that due to the type of interventions proposed, impact on vehicular traffic will be low as, where there are point closures, there will be easily viable alternative routes and reduction in lane widths should not have serious impact on the vehicle network.