Appendix C. The NMU Context Report

M11 J7A

Essex County Council

Non-Motorised User Context Report

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Executive Summary

The purpose of this Non-Motorised User (NMU) Context Report is to provide the Design Team and Project Sponsor with pertinent information to assist them in meeting the needs of pedestrians, cyclists and equestrians within the design for an additional link between Harlow and the M11 proposed by Essex County Council.

Based on the findings of this report, the recommended key scheme objectives for NMUs are to:

1. **Maintain access to all Public Footpaths that currently connect to the B183 Sheering Road and B183 Gilden Way, including, if required, a suitable diversion to Footpath 204_30 between Mayfield Farm and the B183 Sheering Road.**
2. **Provide an NMU route that follows the route of the B183 Gilden Way/Sheering Road between the London Road roundabout and Footpath 204_17.**
3. **Facilitate safe travel for NMUs between potential future developments either side of the new link road and also between those developments and the NMU route that follows the route of the B183 Gilden Way/ Sheering Road.**
4. **Assist pedestrians crossing the B183 Gilden Way at key locations such as near Marsh Lane, at Mulberry Green, near London Road and between Public Footpaths 185_135 and 185_168.**
5. **Provide facilities for cyclists following National Cycle Route 1 to cross the B183 Gilden Way at Mulberry Green.**
6. **Provide accessible, safe bus stops with Real Time Passenger Information.**
7. **Provide signing for NMU routes.**

1. Introduction

This Non-Motorised User (NMU) Context Report has been prepared in accordance with the requirements of HD 42/05 Non-Motorised User Audits, in relation to the proposed scheme for a new junction on the M11 between Junction 7 and Junction 8 together with a new link road to connect it to the B183 to the east of Harlow in Essex. The scheme also includes widening of the existing B183 Gilden Way.

The purpose of this report is to provide the Design Team and Project Sponsor with pertinent information to assist them in meeting the needs of pedestrians, cyclists and equestrians (collectively known as NMUs) within the scheme design.

The last section of this report sets out the NMU objectives for the scheme. As the scheme progresses, the design should be continuously assessed against the needs of NMU users and any features incorporated to satisfy the objectives should be recorded.

Following on from this NMU Context Report, a Preliminary Design Stage NMU Audit Report, a Detailed Design Stage NMU Audit Report and a Completion of Construction NMU Audit Report should be produced.

2. Scheme Description

2.1 Overview

The proposed scheme is a new grade separated junction on the M11 together with a new link road to connect it to the local road network at B183 Sheering Road to the east of Harlow. A plan of the scheme is given in Appendix A.

2.2 Grade Separated Dumbbell Junction over the M11

The grade separated junction on the M11 will consist of four slip roads and two roundabouts connected by a single span bridge over the motorway carrying a dual carriageway link to form a dumbbell style junction.

2.3 Link Road

The proposed link road runs westwards for approximately 600m from the grade separated junction. Initially this link will be a single lane dual carriageway.

This link road then connects to another new roundabout. However to allow for the possible construction of a new route around the north of Harlow at a future date the design incorporates a loop within the eastbound carriageway which will form part of a loop merge if the aspiration for a new route around Harlow is realised at some later date.

2.4 Connection to the existing local road network

Connection to the existing local road network will be from this new roundabout; one arm from this roundabout will tie into the B183 Sheering Road heading south-westerly towards the B183 Gilden Way while another arm will tie into the B183 Sheering Road heading north.

The existing portion of Sheering Road in front of the Campions would be maintained as a service road, reached by a priority junction on the B183 Sheering Road south west of the new roundabout; there would be no direct access for motor vehicles from this service road to the northern section of the B183 Sheering Road that connects to the new roundabout.

The scheme also includes widening of the existing B183 Sheering Road west of the new roundabout tie-in and the full length of the B183 Gilden Way between Sheering Road and London Road.

2.5 NMU Facilities

There is an existing footway alongside the north side of the B183 Gilden Way between the First Avenue roundabout and The Oxleys. As part of future developments by others (see Section 7 of this report) this is to be extended and upgraded to a combined footway/cycleway. There is an existing footway alongside the south side of the B183 Gilden Way between the First Avenue roundabout and the London Road roundabout. There is a short length of existing footway on both sides of the road where the B183 Gilden Way and the B183 Sheering Road meet.

There are existing subways under the B183 Gilden Way near Marks Hall Academy and near the Oxleys. There is an existing toucan crossing by the junction with Mulberry Green. There are uncontrolled informal crossings on the B183 Gilden Way at the London Road roundabout. An additional toucan crossing is proposed as part of the Harlowbury developments by others (see Section 7 of this report).

NMU facilities proposed as part of this scheme include extension of the footway along the north side of the B183 between Marsh Lane and the Campions, a shared use NMU route by the Campions, an NMU subway under the new link road and crossing facilities at where NMU desire lines cross the B183 Gilden Way.

For details of Public Rights of Way see Section 8 of this report.

3. Traffic Flows

3.1 Existing and Forecast Traffic Flows

Preliminary traffic modelling has carried out for the scheme and surrounding road network. The table below summarises the existing and forecast 2036 Medium Growth flows:

Road/Link	Existing Traffic AM Peak	Existing Traffic PM Peak	Forecast Traffic (MG 2036)[1] AM Peak	Forecast Traffic (MG 2036)[2] PM Peak
New Link Road Westbound	n/a	n/a	1357	1563
B183 Sheering Road Southwestbound north of new link roundabout	951	357	791	596
B183 Westbound new link roundabout to Churchgate Roundabout	951	358	1677	1582
B183 Gilden Way westbound Churchgate Roundabout to London Road Roundabout	1146	481	1660	1553
B183 First Ave westbound London Road Roundabout to A414 Roundabout	1243	735	1736	1691
B183 First Ave eastbound A414 Roundabout to London Road Roundabout	851	1088	1472	1783
B183 Gilden Way eastbound London Road Roundabout to Churchgate Roundabout	570	1021	1384	1628
B183 Eastbound Churchgate Roundabout to new link roundabout	431	935	1460	1579
B183 Sheering Road Northeastbound north of new link roundabout	431	935	540	773
New Link Road Eastbound	n/a	n/a	1362	1384

Table 3.1 : Existing and Forecast Traffic Flows

[1] Flows derived from Jacobs Arcady Analysis output reference: 20150915 -2036 TM Harlow Junctions – Medium Growth Test
[2] Flows derived from Jacobs Arcady Analysis output reference: 20150915 -2036 TM Harlow Junctions – Medium Growth Test

3.2 NMU Survey Data

No NMU survey data is available for the B183 Gilden Way or B183 Sheering Road but observations from site visits indicate that NMU flows are low.

Cycle survey data for 2014 has been obtained for National Cycle Network Route 1 at Netteswell Road and is shown in the table below.

Month	7-Day Average Cycle Flows by Month (2014)[3]	5-Day Average Cycle Flows by Month (2014)[4]
January	41	48
February	52	58
March	57	66
April	66	76
May	63	73
June	69	78
July	75	84
August	65	77
September	59	64
October	55	61
November	48	57
December	42	51

Table 3.2 : Two-way Cycle Flows for NCN Route1 at Netteswell Road

This shows that the 7-Day average two way cycle flow varies between 41 bicycles per day in January and 75 bicycles per day in July with an AADT two way flow of 58 bicycles. Meanwhile the 5-Day (i.e. weekday) two way average cycle flow varies between 48 bicycles per day in January and 84 bicycles per day in July with an AADT two way cycle flow of 66 bicycles; the all year use of the route together with the higher weekday average demonstrates that the route is used as part of the transport infrastructure and not just as a leisure facility.

[3] Flows extracted from Essex Highways Excel File: 2014 Cleansed Cycle Monitor Data Harlow Summary
[4] Flows extracted from Essex Highways Excel File: 2014 Cleansed Cycle Monitor Data Harlow Summary

4. Desire Lines

4.1 Desire Lines along the New Link Road

There is no evidence of any existing NMU desire lines along the line of the proposed link and this is likely to remain the case for the foreseeable future because NMUs are prohibited from using the M11 and there are no plans to connect the eastern end of the link to anything other than the motorway.

4.2 Desire Lines along the existing B183 Sheering Road and B183 Gilden Way

There is an unmet existing NMU desire line along the existing B183 Sheering Road; there has been one recorded personal injury collision resulting in a serious injury to a pedestrian walking along a section of the B183 Sheering Road where there is no footway. Given that existing pedestrian flows are low, the fact that a collision with a pedestrian has been recorded implies that the route is hazardous for pedestrians. This may be suppressing pedestrian demand along this route. Furthermore any employment opportunities created as part of the London Road and Templefields Enterprise Zones may increase cycle flows from Sheering along the B183 Sheering Road

Currently there is little NMU demand along the B183 Gilden Way northeast of Churchgate Roundabout but there may be some increase either when dwellings start to be occupied in the committed development at Harlowbury or when employment opportunities are created as part of the London Road and Templefields Enterprise Zones. Moreover, if the land south of the new link road is developed for housing or the land north of the link road is developed for employment this will generate NMU desire lines along the B183 Gilden Way and the B183 Sheering Road between Churchgate Roundabout and the new Sheering Road Roundabout at the western end of the new link road.

Currently there is limited NMU demand along the B183 Gilden Way between London Road Roundabout and Churchgate Roundabout but this is likely to increase when dwellings start to be occupied in the committed developments at Harlowbury and Newhall Phases 2 and 3. Cycle and pedestrian demand is also likely to increase along this stretch of the B183 Gilden Way when employment opportunities are created as part of the London Road Enterprise Zones. Likewise, employment opportunities created as part of the Templefields Enterprise Zone may increase cycle flows along the B183 Gilden Way between Churchgate Roundabout and Mulberry Green. Additionally, if the land south of the new link road is developed for housing or the land north of the link road is developed for employment this will generate NMU desire lines along the B183 Gilden Way between the Churchgate Roundabout and the London Road Roundabout.

4.3 Desire Lines across the New Link Road

Currently there is no evidence of any existing NMU desire lines across the line of the proposed link but if the land south of the new link road is developed for housing and the land north of the link road is a developed for employment this will create NMU desire lines across the link road.

4.4 Desire Lines across the existing B183 Sheering Road and B183 Gilden Way

There is an existing pedestrian desire line across the B183 where the existing B183 Gilden Way meets the B183 Sheering Road close to Marsh Lane. Here pedestrians cross the road between the bus stop on the north-western side of the road and the pedestrian link onto the southern part of Sheering Road leading into the village of Churchgate Street. Demand here is likely to increase if the land south of the new link road is developed for housing. There may also be some increase in demand when the dwellings in the eastern part of the Harlowbury development are occupied.

There may also be latent desire, suppressed by safety fears, for equestrians to travel between Mayfield Farm, Marsh Lane, and the access to the Campions.

There is an existing pedestrian desire line where the B183 Gilden Way crosses Footpath 185_14 at the Churchgate Roundabout. This unsurfaced footpath is used by dog walkers accessing open spaces around Harlowbury; it is not known whether the demand for this route will increase or decrease with the development at Harlowbury.

There is an existing pedestrian desire line across the B183 where the existing B183 Gilden Way meets both Mulberry Green and a cycle/pedestrian link onto the old Sheering Road leading into the village of Churchgate Street. Here the National Cycle Network Route 1 crosses the B183 and the start of Footpath 185_22 is on the south side of the B183 Gilden Way. There are also bus stops on both sides of the B183 Gilden Way.

There is an existing pedestrian desire line where the B183 Gilden Way crosses a historic public footpath route between New Hall and Old Harlow High Street (ref Footpath 185_168 et al). Although currently unsurfaced, this path is being upgraded south of the B183 Gilden Way to a mobility path as part of the committed Newhall development and it will serve as an important NMU route north out of the Newhall development.

There is an existing pedestrian desire line across the B183 at the London Road Roundabout. Although the demand is currently concentrated on the B183 First Avenue side of the junction outside Mark Hall Academy, demand on the B183 Gilden Way side of the junction is likely to increase with the development of Harlowbury, Newhall and London Road Enterprise Zones, particularly when London Road south of the junction is closed to traffic other than buses, cyclists and pedestrians.

5. Strategic Objectives

Essex Transport Strategy (dated June 2011) is the third Local Transport Plan for Essex and includes fifteen transport policies that set out how Essex County Council will fulfil their responsibilities for managing and improving transport in Essex. Extracts from these policies most pertinent to non-motorised user provision on this scheme are as follows:

5.1 Policy 2 – Integrated Planning

Transport and land-use planning will be used together to secure new development at the most appropriate and sustainable locations by:

- Locating new developments in areas which are accessible to key services by sustainable forms of transport;
- Ensuring new developments provide for sustainable transport and effective travel planning.

5.2 Policy 5 - Connectivity

Transport networks will be strengthened to support a vibrant, successful and sustainable future for Essex by:

- Providing for the use of more sustainable forms of travel.
- Ensuring international gateways have effective surface access strategies that promote appropriate and sustainable transport.

5.3 Policy 7 Carbon Reduction

Essex County Council will support and encourage the use of lower carbon travel by:

- Promoting the use of more sustainable forms of travel.

5.4 Policy 8 – Promoting Sustainable Travel Choices

The County Council will encourage the use of more sustainable forms of travel by:

- Providing infrastructure for sustainable transport;
- Promoting access by sustainable forms of transport to the county's railway stations, ports and airports.

5.5 Policy 9 – The Natural, Historic and Built Environment

The County Council will protect the natural, historic and built environment from the harmful effects of transport by:

- Designing and implementing transport improvements and maintenance works that retain the integrity of the built environment, natural habitats and biodiversity, the natural and historic landscape, and water quality

5.6 Policy 10 – Road Safety

The County Council will work to reduce the incidence and severity of road traffic collisions on roads in Essex by:

- Working to improve the safety of pedestrians, cyclists and other vulnerable groups.

5.7 Policy 13 – Access to Services

The County Council will ensure that Essex residents have access to essential services by:

- Making transport infrastructure accessible for all by continuing to remove barriers to travel for those with disabilities.

5.8 Policy 14 – Cycling

The County Council encourage cycling by:

- Continuing to improve the cycling facilities within the main urban areas of Basildon, Chelmsford, Colchester and Harlow;
- Improving access to local services by integrating the Public Rights of Way, walking and cycling networks to form continuous routes.

5.9 Policy 15 – Walking and Public Rights of Way

The County Council will promote walking and use of the Public Rights of Way network by:

- Facilitating a safe and pleasant walking environment that is accessible to all;
- Improving the signage of walking routes;
- Ensuring that the public rights of way network is well maintained and easy to use by walkers, cyclists and equestrians.

5.10 Functional Delivery Strategies

Delivery of the Local Transport Plan is supported by functional delivery strategies for specific service areas which set out the key actions for these areas and the approach to be taken. The actions most pertinent to NMU provision are:

5.10.1 Accessibility Strategy (2006)

- Improving access to key services by walking and cycling
- Improving the physical accessibility of the public transport network
- Working with education providers to improve access to schools by walking and cycling
- Working with employers and centres of further education to improve access to employment, education, training and skills development for key groups

5.10.2 Bus Information (2006)

- Extending the provision of Real Time Passenger Information at stops on selected corridors
- Providing electronic passenger information at key and selected off-route locations
- Extending the provision of on-street Information Kiosks

5.10.3 Cycling Strategy (2015 Draft not yet formally adopted)

- Establishing a coherent, comprehensive and advantageous cycle network in every major urban area, utilising a combination of on-carriageway and off-carriageway cycle facilities
- Ensuring that cycling is prioritised over motorised transport in all new developments - making it easier to carry out short trips by bicycle than by car. Cycle routes within commercial and residential developments will be more direct and convenient than car routes and will connect in to existing cycling infrastructure on leaving the site
- Providing a clear and consistent standard of good quality, well placed cycle signage - to an appropriate density, with provision of journey times as well as distances (to cater for all audiences) where possible
- Providing continental standard segregated facilities, where appropriate, along major routes on high-demand corridors which serve important trip attractors

5.10.4 Rail Strategy (2006)

- Improving the accessibility of stations through better facilities and access routes

5.10.5 Road Passenger Transport Strategy (2006)

- Extend the provision of Real Time Passenger Information (RTPI), using the Essex Traffic Control Centre to provide comprehensive information to passengers
- Improve security on vehicles, at interchanges and bus stops through CCTV and lighting measures

5.10.6 Road Safety Strategy (2006)

- Improving cyclist safety and cycle security through cycle route enhancements, and increased secure cycle parking
- Improving pedestrian safety through engineering measures

5.10.7 Rights of Way Improvement Plan (2008)

- Providing a better signed and maintained network to make footpaths, bridleways and cycle paths more appealing and easier to use
- Improving and increasing the amounts of bridleways and off-road cycling routes to provide continuous routes
- Working in partnership with parishes and disabled groups to provide a continuous network which is accessible to all and meets the requirements of all users
- Improving access to public rights of way through higher standard sustainable transport links (particularly by bus)

5.10.8 Schools & Colleges Sustainable Modes of Travel Strategy (no date given)

- Ensure that the principles of sustainability and good accessibility are embedded at an early stage into proposals for new or re-sited school/college developments

5.10.9 Speed Management Strategy (2010)

- Considering the introduction of 20mph speed limits and zones on local roads in areas where a high volume of non-motorised road users can be expected or where the character of the carriageway and use of the area demands a reduction in speed

5.10.10 Traffic Management Strategy (2005)

- Developing new cycle routes, lanes and tracks to link smaller villages and towns to their nearest major centre or transport interchange
- On County Routes, accommodating cyclists either on-road with suitable enhancements/measures, or where possible, off-road on signed routes

5.10.11 Walking Strategy (2001)

- Work with partners to improve pedestrian safety and security
- Improve the quality of the walking environment; particularly by: addressing the needs of people with disabilities; working with public transport operators to improve pedestrian facilities at interchanges; maintaining, extending and enhancing the public rights of way network; and maintaining and enhancing footways
- Introduce and maintain walking as the primary mode of transport, where appropriate, ensuring the maximum provision of walking facilities as part of new development

5.11 West Essex Area Priorities

Priorities for each of the four Essex planning areas have been determined through evidence compiled in support of the Essex Transport Strategy. The priorities for West Essex include:

- Providing for and promoting access by sustainable modes of transport to development areas
- Improving the Harlow cycle network and promoting greater use
- Improving access to Stansted Airport from within West Essex by sustainable forms of travel

5.12 Recent Studies

The transport network in Harlow has been subject to a number of studies in recent years including these relevant studies. Details of those listed below (except for the Evaluation of Barriers to Cycling in Harlow) have been taken from the draft Harlow Integrated Transport Package Interim Report prepared by Jacobs in September 2015:

5.12.1 Harlow Open Space and Green Infrastructure Study (2013)

This study assessed the quantity, quality and value of the open space and green infrastructure. As part of the study, various consultation exercises identified the following concerns about the network of interconnected paths and cycleways which create permeability between the town and surrounding countryside:

- Access fragmented, poor links around the town centre
- Limited interpretation and signage
- Poor east – west connections
- Too few crossing points across busy roads
- Safety concerns using cycleways / pathways at night
- Glass on cycle tracks and paths in need of maintenance

5.12.2 Harlow Personal Travel Planning 3 (2011)

The objective of Personal Travel Planning is to trigger a modal shift toward adopting sustainable methods of transport through information sharing and encouragement at the household level. This particular project led to reduced car use and increased reliance on sustainable methods of transport in the targeted areas. Raising awareness of the infrastructure and services already in place, while appealing to residents' self-responsibility for health and well-being, were identified as key motivators for modal shift.

5.12.3 Harlow Infrastructure Study (2008-10)

The Infrastructure Study was conducted over the period of 2008 to 2010. It assessed existing infrastructure issues affecting Harlow and identified future infrastructure requirements anticipated to arise from growth of Harlow in line with the former Regional Spatial Strategy homes and jobs targets. Within the Study, existing transport infrastructure was identified as a constraint to housing and economic growth. Amongst other things the study identified the need for improvements to pedestrian and cycle network to support growth in Harlow.

5.12.4 Evaluation of Barriers to Cycling in Harlow (2009)

This report was produced by Mouchel in 2009. Jacobs have not seen a copy of this document but understand that it highlights that the main barriers to cycling in Harlow appear to be attitudinal and physical, including perceptions of distance, personal fitness and safety. These could be addressed through improved mapping and signage. Jacobs also understand that the report highlights that visibility of cycling is poor and could also be raised through improved routes combined with mapping.

6. Trip Generators

6.1 Residential Areas

There are a few residential properties on Sheering Road and in the Campions close to where the scheme connects to the local road network. There will be a limited amount of NMU activity associated with these properties.

Churchgate Street village is situated to the south of the B183 Gilden Way, extending along the old Sheering Road to where there is pedestrian and cycle access onto the B183 Gilden Way/B183 Sheering Road. This generates some NMU activity, particularly pedestrians accessing the bus stops on both sides of the B183 but also pedestrians wishing to access the facilities at Mayfield Farm complex (see section 6.6.1.below).

Old Harlow together with a planned housing development of approximately 900 dwellings at Harlowbury immediately north of the B183 Gilden Way will generate some NMU traffic across or along the scheme. Existing pedestrian and cycle links will continue through the site into Old Harlow; improvements to footways and provision of a cycleway along the B183 Gilden Way are a planning condition.

Phases 2 and 3 of the Newhall development will add approximately 2300 dwellings to the south of the B183 Gilden Way. Motor vehicle access will be from the A414 via a new link through to London Road and use of London Road north of the site will only be allowed by buses, cycles and pedestrians. Thus the development will generate NMU traffic across the B183 Gilden Way at the London Road Roundabout. NMU traffic will also be generated further east where the existing Footpath 185_168 from Newhall meets the B183 Gilden Way opposite Footpath 185_135 to Old Harlow. Footpath 185_168 is being upgraded to a mobility path as part of the committed Newhall development.

The village of Sheering is approximately 5km from Harlow so within easy cycling distance; the B183 Sheering Road is the only direct route for cyclists between Sheering and Harlow.

Lower Sheering and the town of Sawbridgeworth are also approximately 5km from Harlow so also within cycling distance; cyclists from these areas may choose to use the B183 Sheering Road to access Harlow rather than the more major A1184 route.

If the land or south of the new link road is developed for residential use, this will generate NMU traffic through or across the scheme.

6.2 Education

There are several primary schools in Harlow including Churchgate, Harlowbury, Fawbert and Barnard's. These three primary schools are less than 2 miles from the scheme and so may generate NMU traffic through or across the scheme because pupils travelling less than this distance would not qualify for free school transport on distance criteria.

A new primary school is to be provided as part of the committed development at Harlowbury and two primary schools are to be provided as part of the committed development at New Hall Phases 2 and 3. These may also generate NMU traffic through or across the scheme.

Four state secondary schools in Harlow, namely Mark Hall Academy, St Mark's West Essex Catholic School, Passmores Academy and Burnt Mill Academy, are less than 3 miles from the scheme and so may generate NMU traffic through or across the scheme because pupils travelling less than this distance would not qualify for free school transport on distance criteria.

St Nicholas School on Hobbs Cross Road in Churchgate Street village is an independent co-educational day school for pupils aged 4-16 years. This school is less than 2 miles from the scheme and so may generate NMU traffic through or across the scheme.

Harlow College provides sixth form and further education. It is situated to the east of Harlow town centre and may generate some NMU traffic through or across the scheme.

6.3 Employment

Adjacent to the A414, there are various existing and planned retail and industrial areas, including the London Road Enterprise Zone and the Templefields Enterprise Zone. These will generate some NMU traffic through the scheme, particularly from the nearby residential areas described above.

If the land north of the new link road is developed for commercial or employment use, this will generate NMU traffic through or across the scheme.

No major employer has been identified close to the scheme.

6.4 Health

There is a health centre, pharmacy, dental surgery and opticians in the Old Harlow neighbourhood centre. These will generate some NMU traffic, particularly vulnerable users such as the elderly and people with disabilities.

The Princess Alexandra Hospital in Hamstel Road, Harlow is over 3 miles from the scheme so is not likely to generate significant levels of NMU traffic through or across the scheme.

6.5 Leisure and Culture

Gibberd Gardens are located close to the scheme and accessed from Marsh Lane. These gardens are open to the public and include a sculpture collection, a wild garden, and an arboretum of young trees. This may generate some NMU traffic.

Of Harlow's five public libraries, only Old Harlow and Harlow central library are likely to generate NMU traffic in the vicinity of the scheme.

There are cricket grounds at Marigolds in Old Harlow. Both Harlow Cricket Club (who play in Division 1 of the Essex Shepherd Neame League) and Netteswell & Burnt Mill Cricket Club (who play friendly cricket against local clubs) are based here. This is likely to generate NMU traffic including spectators on match days.

There is also a recreation centre at Elderfield in Old Harlow which may generate some NMU traffic.

The committed development north of the B183 Gilden Way at Harlowbury includes provision of a community centre which is likely to generate NMU traffic along and across the B183 Gilden Way.

The committed development south of the B183 Gilden Way at Newhall includes provision of a neighbourhood centre which is likely to generate NMU traffic across the B183 Gilden Way.

Harlow Museum and walled gardens are in Muskham Road off First Avenue/Mandela Avenue to the west of the A414/B183 roundabout. This may generate some NMU traffic particularly at the western end of the scheme.

Leisurezone Park in Second Avenue is a modern sports complex with dry and wet sports facilities, including tennis, gym, football, martial arts and swimming. This is likely to generate some NMU traffic particularly at the western end of the scheme.

There is a cinema and a theatre in the town. These are likely to generate some NMU traffic particularly at the western end of the scheme.

The skatepark in Harlow next to Burnt Mill Academy can be used for skateboards, inline skates, scooters and BMX. This is likely to generate some NMU traffic, mainly children, particularly at the western end of the scheme.

6.6 Retail

Mayfield Farm is accessed from the B183 Sheering Road close to the Campions. Here there is a large farm and craft shop, a café and a dance school. This may generate some NMU traffic.

Old Harlow is within easy walking and cycling distance of the scheme and has a supermarket, a post office and several small shops.

Churchgate Street Village is also within easy walking and cycling distance of the scheme and has a few local shops.

West of the A414 is a large superstore accessed from Edinburgh Way which may generate low levels of NMU activity through the scheme including staff travelling to and from work.

Harlow's town centre has a pedestrianised shopping area, a market, an indoor mall, The Harvey Centre and The Water Gardens, all offering a range of shops, restaurants and leisure activities. This will generate some NMU traffic.

6.7 Transport

There is a bus stop on the north side of the B183 Gilden Way/Sheering Road located opposite the current entrance to Mayfield Farm; pedestrians will need to access this bus stop. Sxconnect service Route 59, which runs from Harlow Town Centre (Bus Station) to Chelmsford Town Centre stops here hourly on weekdays and Saturdays, with a less frequent service on Sundays. Regal Busways run the Route 322 school service from Old Harlow to Saffron Walden past this stop daily on weekdays in term time.

There is a bus stop on the south side of the B183 Gilden Way/Sheering Road located opposite the junction with Marsh Lane; pedestrians will need to access this bus stop. Sxconnect service Route 59, which runs from Chelmsford Town Centre to Harlow Town Centre (Bus Station) stops here hourly on weekdays and Saturdays, with a less frequent service on Sundays. Regal Busways run the Route 322 school service from Saffron Walden to Old Harlow past this stop daily on weekdays in term time.

There is a bus stop on the north side of the B183 Gilden Way just northeast of the junction with Mulberry Green; pedestrians will need to access this bus stop. Sxconnect local service Route 7 linking Harlow, Old Harlow and Churchgate Street village stops here hourly on weekdays and Saturdays with no service on Sundays. Sxconnect service Route 59, which runs from Harlow Town Centre (Bus Station) to Chelmsford Town Centre stops here hourly on weekdays and Saturdays, with a less frequent service on Sundays. Regal Busways run the Route 322 school service from Old Harlow to Saffron Walden past this stop daily on weekdays in term time.

There is a bus stop on the south side of B183 Gilden Way just northeast of the junction with Mulberry Green; pedestrians will need to access this bus stop. Sxconnect local service Route 7 linking Churchgate Street village, Old Harlow and Harlow stops here hourly on weekdays and Saturdays with no service on Sundays. Sxconnect service Route 59, which runs from Chelmsford Town Centre to Harlow Town Centre (Bus Station) stops here hourly on weekdays and Saturdays, with a less frequent service on Sundays. Regal Busways run the Route 322 school service from Saffron Walden to Old Harlow past this stop daily on weekdays in term time.

There is a bus stop on the north side of the B183 First Avenue between the A414 and London Road roundabouts; pedestrians will need to access this bus stop. Sxconnect local service Route 8 linking Harlow and Old Harlow stops here four times per hour on weekdays and Saturdays with no service on Sundays. Sxconnect service Route 59, which runs from Harlow Town Centre (Bus Station) to Chelmsford Town Centre stops here hourly on weekdays and Saturdays, with a less frequent service on Sundays. Sxconnect service Route 509/510, which runs from Harlow Town Centre (Bus Station) to Stansted Airport stops here twice hourly on weekdays and Saturdays, with an hourly service on Sundays. Olympian Coachways commuter service 741 from Harlow Bus Station to London Victoria via the M11 calls at this stop twice on weekday mornings. Regal Busways run the Route 322 school service from Old Harlow to Saffron Walden past this stop daily on weekdays in term time.

There is a bus stop on the south side of B183 First Avenue between the London Road and A414 roundabouts; pedestrians will need to access this bus stop. Sxconnect local service Route 8 linking Old Harlow and Harlow stops here four times per hour on weekdays and Saturdays with no service on Sundays. Sxconnect service Route 59, which runs from Chelmsford Town Centre to Harlow Town Centre (Bus Station) stops here hourly on weekdays and Saturdays, with a less frequent service on Sundays. Sxconnect service Route 509/510, which runs from Stansted Airport to Harlow Town Centre (Bus Station) stops here twice hourly on weekdays and Saturdays, with an hourly service on Sundays. Olympian Coachways commuter service 741 from London Victoria to Harlow Bus Station via the M11 calls at this stop twice on weekday evenings. Regal Busways run the Route 322 school service from Saffron Walden to Old Harlow past this stop daily on weekdays in term time.

The nearest railway station to the scheme is Harlow Mill; the twice hourly service between London Liverpool Street and Cambridge stops here. Pedestrians and cyclists will need to access this station which has parking for approximately 10 bicycles.

Harlow Town railway station is also close to the scheme. It is served by a more frequent service between London Liverpool Street and Cambridge which also calls at Stansted Airport. Pedestrians and cyclists will need to access this station which has parking for approximately 30 bicycles.

Harlow Bus Terminus is situated within the west side of Harlow Town Centre and is served by both local and national travel services. This may generate low levels of NMU traffic through the scheme.

6.8 Public Amenity and Leisure Routes

Harlow has an extensive network of on-road and off-road cycle routes. These include National Cycle Route 1 which crosses the B183 Gilden Way at the Mulberry Green junction and a shared footway/cycleway along the south side of B183 First Avenue and the west side of London Road south of First Avenue. The committed developments at Newhall and Harlowbury will add more routes to this network.

Harlow is home to a collection of over 100 public sculptures including many by renowned sculptors. Tourist trails such as the River Stort Sculpture Trail extend as far as Gibberd Garden and may generate NMU traffic through the scheme.

7. Development Proposals of Relevance

The following sites are considered to be relevant to this scheme.

7.1 Harlowbury

Housing (approximately 900 dwellings) is planned north of Gilden Way at Harlowbury. This committed development includes provision of primary schooling and a community centre and will have vehicular access from the existing roundabout on the B183 Gilden Way near Churchgate Street village as well as via a limited movements priority junction to the east of the roundabout. Pedestrian traffic is expected to increase as part of this development. Existing pedestrian and cycle links will continue through the site into Old Harlow; improvements to footways and provision of a cycleway along Gilden Way are a planning condition.

Improvements planned to the cycle and pedestrian network associated with the Harlowbury development site are:

- New pedestrian route along the north side of Gilden Way from the site to the London Road Roundabout
- New pedestrian route between Old Harlow and the site
- New cycle route along north side of Gilden Way from the site to the London Road Roundabout
- New toucan crossing across Gilden Way, to link new cycle route with the existing network

7.2 New Hall Phases 2 and 3

Housing (approximately 2300 dwellings) is planned south of Gilden Way which form Phases 2 and 3 of the New Hall development. The development will include provision of two primary schools and will be accessed from the A414 via a new link through to London Road. London Road north of the site will become restricted to buses, cycles and pedestrians. There will also be a mobility path linking it to the B183 Gilden Way approximately 500m east of the London Road Roundabout.

7.3 Harlow Enterprise Zone - London Road

Land between the A414 and London Road has been designated as an Enterprise Zone creating approximately 4000 jobs. This zone will be accessed primarily from a new signalised junction on the A414 located approximately midway between the First Avenue/Gilden Way Junction and the Church Langley roundabout.

Improvements planned to the cycle and pedestrian network associated with the Harlow Enterprise Zone - London Road development site are:

- Segregated footway on Station Road to Harlow Mill Station
- New signalised pedestrian crossing at Gilden Way
- Improved signage to Old Harlow, Harlow Mill Station and the local supermarkets
- Improved signage to main cycle routes
- Repairs to local cycling facilities
- Providing an on-street cycle lane and a new toucan crossing on London Road
- New cycle path along Station Road to Harlow Mill

7.4 Harlow Enterprise Zone - Templefields

Land north of Harlow Mill railway station also forms part of the Harlow Enterprise Zone and will accommodate approximately 1500 jobs. Currently accessed from the A414 Edinburgh Way via River Way, a new limited vehicle movements signalised junction with the A1184 Cambridge Road is also planned.

Improvements planned to the cycle and pedestrian network associated with the Harlow Enterprise Zone – Templefields development site are:

- Improved footways on River Way, A1184 and around Harlow Mill Station to include dropped kerbs, tactile paving and uncontrolled crossing points
- Improved signage to the site from Harlow Mill Station
- Providing an on-carriageway cycle lane on River Way
- New advisory cycle lanes on the A1184 from Harlow Mill Station to the entrance of the site
- New cycle link to Templefields

8. Public Rights of Way Network

There are no bridleways or Byways Open to All Traffic (BOAT) close to the scheme but there are various footways that connect with the B183 and these are listed below and shown in Figures 8.1 and 8.2. No footpaths connect with the new motorway junction or the link road.

Footpath 204_26 runs westwards from the B183 Sheering Road from a point approximately 40 metres north of Ealing Bridge. This footpath will be unaltered by the scheme because the alignment of the B183 Sheering Road will not change north of the bridge.

Footpath 204_17 follows Pincey Brook eastwards from Ealing Bridge on the B183 Sheering Road. The realigned B183 Sheering Road will tie into the existing highway layout close to the start of this footpath.

Footpath 204_29 runs through woodland and pasture land in an easterly direction from Footpath 204_35 to the B183 Sheering Road approximately 60 metres south of Ealing Bridge. The eastern end of footpath 204_29 is adjacent to property number 163 so close to where the proposed northwest arm of the roundabout would tie into the northern section of the B183 Sheering Road.

Footpath 204_30 runs southwards from the B183 Sheering Road across a field and through Mayfield Farm to the New Town boundary. From here it continues as Footpath 198_42 along a farm track to Moor Hall Lane. The relocated B183 Sheering Road would cut across Footpath 204_30 between Mayfield Farm Access and the new junction for the Campions; discussions are underway with the Public Rights of Way Office to formally divert the footpath along the Mayfield Farm Access and possibly upgrade it to a bridleway.

Footpath 204_35 follows Marsh Lane northwards from the junction with the B183 Gilden Way. It links with Footpaths 185_29, 155_15 185_34 and 204_29. To accommodate the proposed widening of the B183 Gilden Way, minor works will be required to the Marsh Lane access.

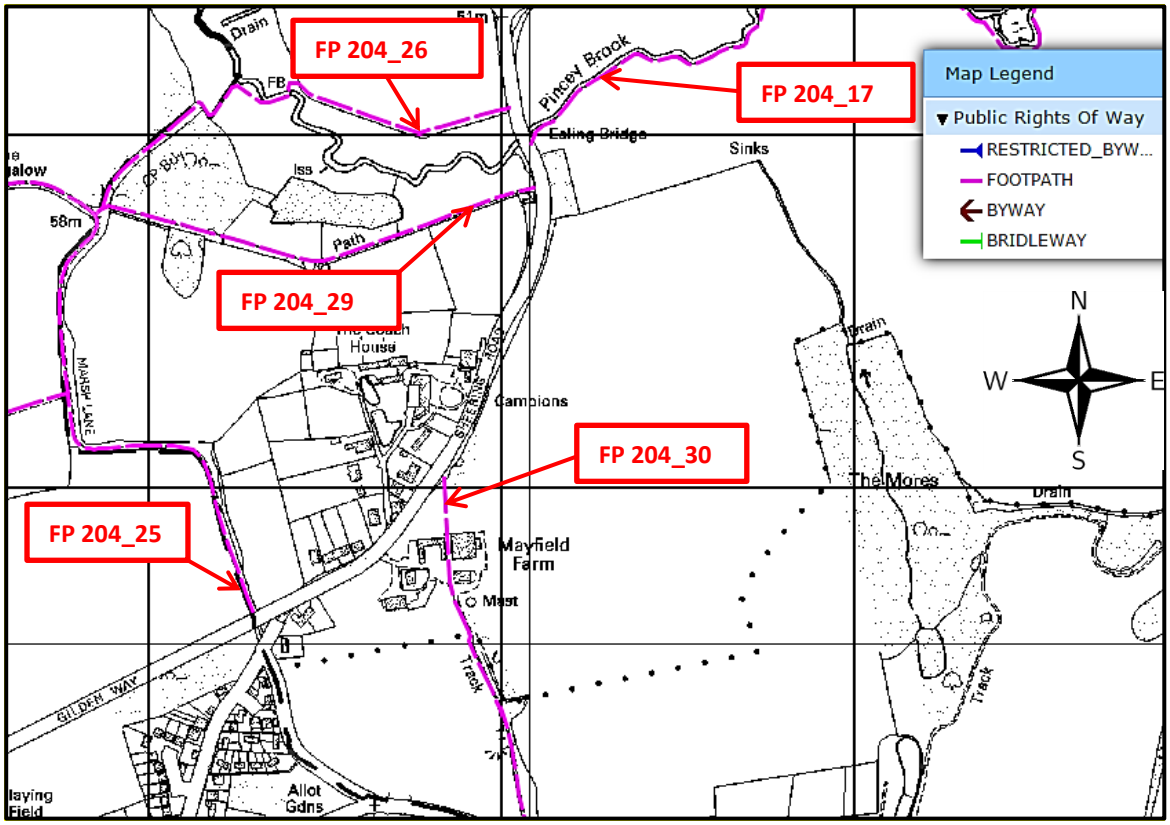


Figure 8.1: Plan showing Public Rights of Way that connect with the scheme north of Marsh Lane

Footpath 185_14 runs from Footpath 185-15 on Marsh Lane just south of the railway line across the fields on which Harlowbury development is to be built and past FP185-29 to join Sheering Road near Churchgate Street. It crosses the B183 Gilden Way on the eastern side of the Churchgate Roundabout.

Footpath 185_22 runs northwards from FPs 20 and 21 in a northerly direction to the B183 Gilden Way just southeast of its junction with Mulberry Green.

Footpath 185_20 runs from the southern side of the B183 Gilden Way, just east of the plant nursery, in a southerly then easterly direction to join FP22 west of St Mary's church.

Footpath 185_136 runs from Footpath 185_135 in an easterly direction to the north side of the B183 Gilden Way opposite Footpath 185_20.

Footpath 185_26 runs from the High Street in Old Harlow by the Fire Station in a south-easterly direction to join Footpath 185_135 at the south-eastern corner of the sports ground. From here Footpath 185_135 continues in a south-easterly direction to the north side of the B183 Gilden Way opposite Footpath 185_168.

Footpath 185_168 runs from the south side of the B183 Gilden Way, just west of the plant nursery, leading generally southwards across Footpath 185_166 and along eastern boundary of Newpond Spring to meet The Chase (the motor access into the Newhall development); this path is being upgraded to a mobility path as part of the committed Newhall development.

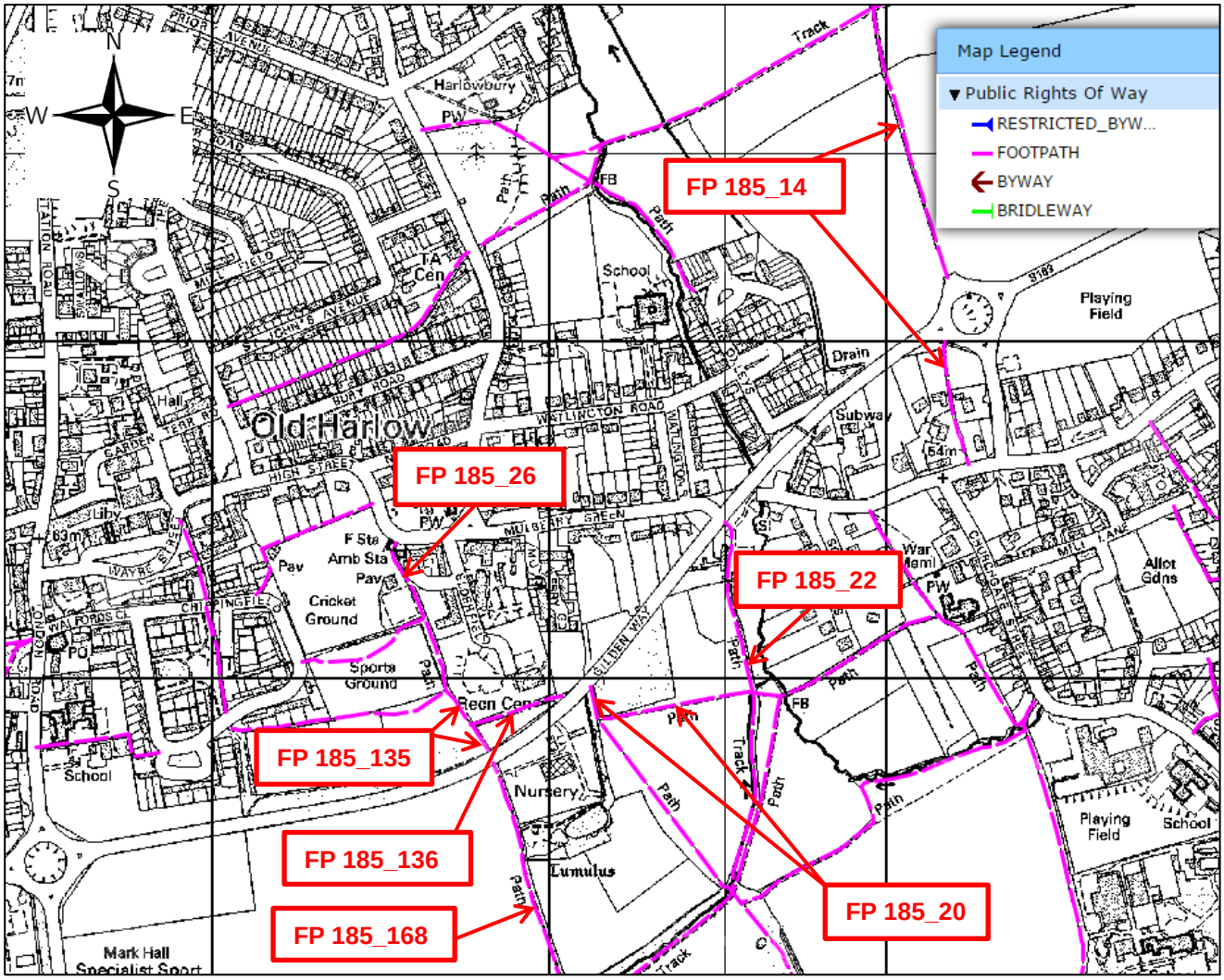


Figure 8.2: Plan showing Public Rights of Way that connect with the scheme south of Marsh Lane

9. Collision Data

9.1 B183 Gilden Way and B183 Sheering Road

Collision Data for the five year period 1st June 2010 to 31st May 2015 has been analysed for the B183 Gilden Way and B183 Sheering Road between London Road and Sheering Lower Road. During this five year period there have been a total of fifteen recorded personal injury collisions on this stretch of road, with ten of these occurring at the London Road roundabout.

None of these collisions involved pedestrians, pedal cycles or horses.

However it is noted that just prior to this period in March 2010 there was a collision involving a pedestrian approximately 250 metres south of the junction with Lower Sheering Road where there is no footway; at 04:14 on a Sunday morning, a car was travelling west to east along Sheering Road while a 38 year old male pedestrian in dark clothing was walking on the nearside in the same direction with his back to the traffic. As the car moved out to overtake the pedestrian, the pedestrian staggered into the road and collided with the car, suffering serious injuries.

9.2 M11 between the Moor Hall Road and Pincey Brook

Collision Data for the period 1st June 2010 to 31st May 2015 has been analysed for the M11 between the Moor Hall Road overbridge and the Pincey Brook culvert. During this five year period there have been a total of six recorded personal injury collisions on this stretch of motorway.

None of the collisions involved pedestrians, pedal cycles or horses as would be expected because these user types are prohibited from using the motorway network.

10. Views of User Groups

10.1 Consultation

The British Horse Society, the Cyclists' Touring Club, the Ramblers Association and Sustrans were informed that Essex County Council are exploring the possibility of providing a new junction on the M11 motorway between the existing junctions 7 and 8 together with a link road joining the M11 to the B183 Gilden Way east of Harlow. These User Groups were asked for information about routes that pedestrians, cyclists and horse-riders use in the area and whether there were any improvements to provision that they feel would be beneficial. Relevant comments from the user groups are given below and full replies received are given in Appendix B.

10.2 British Horse Society

The British Horse Society made no comment.

10.3 Cyclists' Touring Club

The Cyclists' Touring Club replied that the scheme is undesirable; their full reply is included in Appendix B.

10.4 The Ramblers Association

The Ramblers Association made no comment.

10.5 SUSTRANS

Sustrans noted the application with interest because they are currently investigating ways of improving access in and around Harlow, particularly sustainable means of linking communities, businesses (including the London Stansted Airport) and sites of special interest along the M11 corridor. They also noted that Harlow has a very good cycling network that has been established for many years and that it will be important to ensure that any new development contributes to the existing network that links residents with key services in the town.

The following Sustrans routes are close to the proposed scheme:

- National Cycle Network Route 1 that links Harlow with Chelmsford. This route currently runs through Harlow before exiting the town along Moor Hall road, crossing the M11 and joining Matching Road. The route then follows quiet lanes and rural roads to Writtle then on to Chelmsford.
- National Cycle Network Route 11 linking Harlow with Bishops Stortford. This is a proposed route under development.

Sustrans' full reply is also included in Appendix B.

11. Conflict Points

11.1 NMU Conflict at the New Motorway Junction and on the New Link Road

It is anticipated that the only traffic using the dumbbell roundabouts at Junction 7A will be either joining or leaving the motorway so because NMUs are prohibited from using the M11, no NMU traffic and thus no conflict for NMU is anticipated here.

Likewise no NMU traffic is anticipated to travel along the link road because it will only lead to the new motorway junction and there will be no access provided to the link road from the possible future developments either side of it; other routes are to be provided between these developments. Thus, as long as these routes are convenient, safe and perceived to be so, then there should be no need for pedestrians to cross the link road and come into conflict with vehicles travelling along the link road.

11.2 NMU Conflict along the B183 Sheering Road including the new Sheering Road Roundabout and Marsh Lane

Pedestrians, cyclists and equestrians will be in conflict with vehicles on the B183 Sheering Road north of the new Sheering Road Roundabout. This includes pedestrians using Footpath 204_17, Footpath 204_29 and all NMUs joining or leaving the northern end of the service road.

If the land south of the new link road is developed for housing or the land north of the link road is developed for employment there will be conflict between cyclists and other vehicles and between pedestrians and vehicles at the new Sheering Road Roundabout at the western end of the link road.

At the new Sheering Road Roundabout at the western end of the link road there may be conflict between southbound cyclists from the B183 Sheering Road turning right towards Harlow and motor traffic leaving the link road and turning right towards Sheering at this roundabout. These cyclists will also be in conflict with eastbound motorists from the B183 Sheering Road/Gilden Way turning right onto the new link road.

Pedestrians following Footpath 204_30 will be in conflict with vehicles where the new road alignment crosses the line of the footpath.

There may be conflict between equestrians and other road users including at the entrance to the Campions.

Equestrians and cyclists travelling between the service road (including the access to the Campions), Mayfield Farm, Marsh Lane and the old Sheering Road (leading to Churchgate village) will be in conflict with vehicles travelling in either direction along the B183 Gilden Way/Sheering Road. In particular cyclists and equestrians travelling between the service road and Marsh Lane and will be in conflict with vehicles twice because they will have to cross the B183 Sheering Road to join the westbound carriageway and then cross it again to turn into Marsh Lane.

Pedestrians will also be in conflict with motorists in this vicinity as they cross the B183 Gilden Way/Sheering Road to travel between either Mayfield Farm or the old Sheering Road (leading to Churchgate village) and the bus stops and footway on the northern side of the B183 Gilden Way/Sheering Road.

Pedestrians and cyclists travelling along the B183 Gilden Way/Sheering Road will be in conflict with motor vehicles turning into or out of Marsh Lane.

11.3 NMU Conflict along B183 Gilden Way south of Marsh Lane

Pedestrians and cyclists travelling along the B183 Gilden Way will be in conflict with motor vehicles turning into or out of the proposed eastern Harlowbury access.

As right turning cyclists on the B183 Gilden Way, approaching the Churchgate Roundabout, move across into the offside right turn lane, they will be in conflict with vehicles staying in the nearside lane. This applies to cyclists approaching from either direction. Also cyclists intending to travel straight on at this roundabout may be in conflict with left turning vehicles as they approach and enter the roundabout.

All cyclists using Churchgate Roundabout will also potentially be in conflict with all vehicles as they circulate and exit the roundabout.

Pedestrians will be in conflict with vehicles at the Churchgate Roundabout if they need to cross any of the roundabout entries of exits. This will include pedestrians following Footpath 185_14 which crosses the B183 Gilden Way on the western side of Churchgate Roundabout

Pedestrians and cyclists travelling between the north side of the B183 Gilden Way, Mulberry Green or the Oxleys and the south side of the B183 Gilden Way, Footpath 185_22 or the old Sheering Road (leading to Churchgate village) will be in conflict with vehicles travelling in either direction along the B183 Gilden Way. This will include pedestrians accessing the bus stops on either side of the B183 Gilden Way and cyclists following National Cycle Route 1.

Pedestrians and cyclists travelling along the B183 Gilden Way will be in conflict with vehicles turning into or out Mulberry Green.

Pedestrians travelling between Footpath 185_136 and Footpath 185_20 will be in conflict with vehicles when they cross the B183 Gilden Way.

Pedestrians travelling between Footpath 185_135 and Footpath 185_168 will be in conflict with vehicles when they cross the B183 Gilden Way.

As right turning cyclists on the B183 Gilden Way, approaching the London Road Roundabout, move across into the offside right turn lane, they will be in conflict with vehicles staying in the nearside lane. Also cyclists intending to travel straight on at this roundabout may be in conflict with left turning vehicles as they approach and enter the roundabout.

All cyclists using London Road Roundabout will also potentially be in conflict with all vehicles as they circulate and exit the roundabout.

Pedestrians will be in conflict with vehicles at the London Road Roundabout if they need to cross any of the roundabout entries of exits.

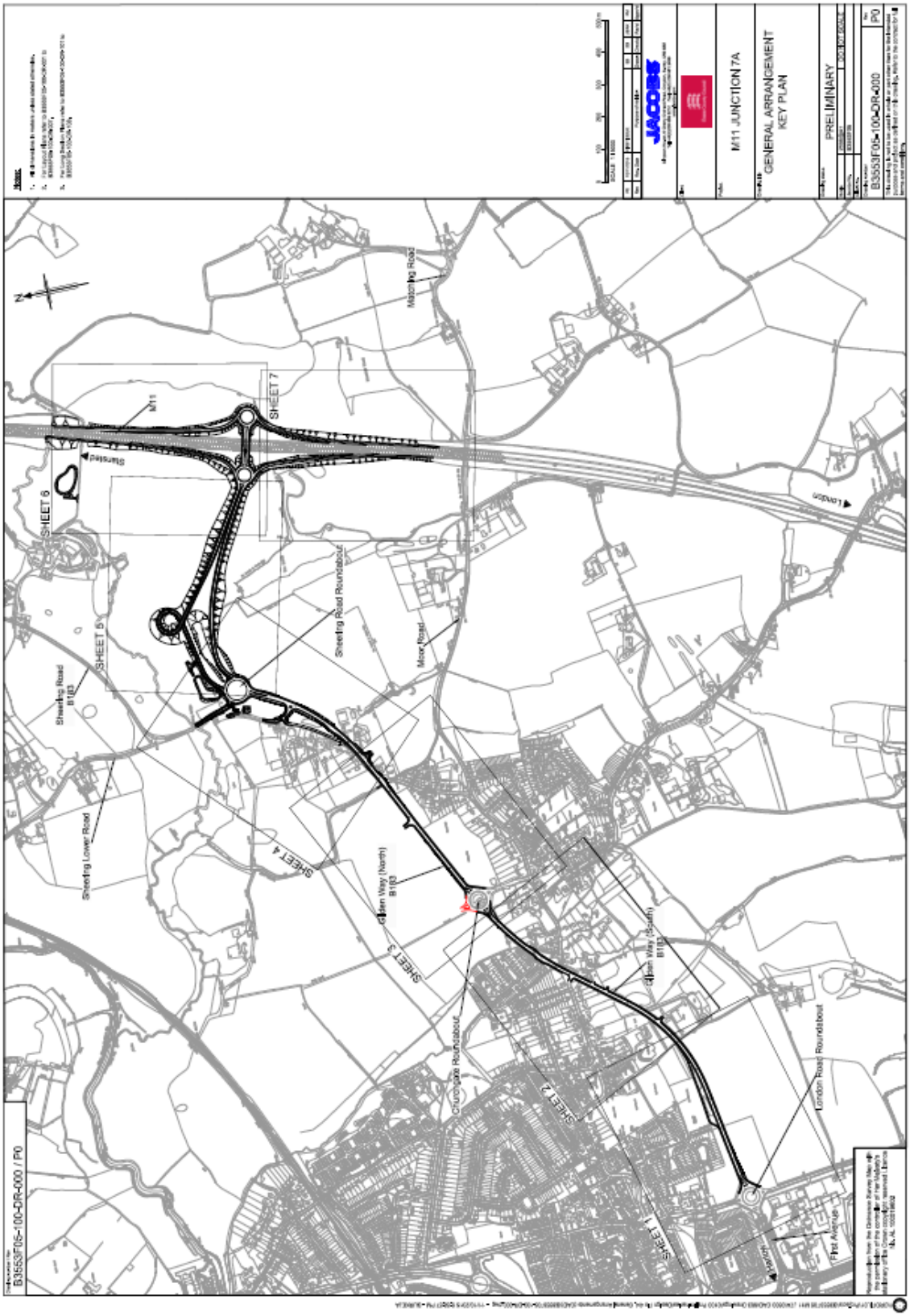
12. Scheme Objectives

12.1 Key Scheme Objectives for NMUs

Based on the findings of this report, the recommended key scheme objectives for NMUs are to:

1. Maintain access to all Public Footpaths that currently connect to the B183 Sheering Road and B183 Gilden Way, including, if required, a suitable diversion to Footpath 204_30 between Mayfield Farm and the B183 Sheering Road.
2. Provide an NMU route that follows the route of the B183 Gilden Way/Sheering Road between the London Road roundabout and Footpath 204_17.
3. Facilitate safe travel for NMUs between potential future developments either side of the new link road and also between those developments and the NMU route that follows the route of the B183 Gilden Way/ Sheering Road.
4. Assist pedestrians crossing the B183 Gilden Way at key locations such as near Marsh Lane, at Mulberry Green, near London Road and between Public Footpaths 185_135 and 185_168.
5. Provide facilities for cyclists following National Cycle Route 1 to cross the B183 Gilden Way at Mulberry Green.
6. Provide accessible, safe bus stops with Real Time Passenger Information.
7. Provide signing for NMU routes.

Appendix A. Scheme Plan



Appendix B. Replies received from User Groups

From: [redacted]>
Sent: 27 October 2013 21:44
To: Nash, Caroline
Cc: Right to Ride @ CTC; [redacted]
Subject: FW: M11 Proposed new Junction 7A
Attachments: M11 Jct 7A Scheme Outline 2013-09-13.pdf

Importance: High

Dear Caroline,

The B182 is for cyclists the primary route Eastwards out of Harlow into the Essex countryside, and any scheme to create a connection from it to the M11 will obviously be seriously detrimental to this.

The part of the B182 which is Gilden Way (extending up to the SW corner of the area marked with a dashed red line) already has a poor safety record for all categories of road user, mainly thanks to being at the national speed limit despite being within an urban area. Although within the past 2 years a part of the road adjacent to Old Harlow had a temporary 30mph limit for many months (apparently on account of an adjacent building site) Essex Highways have not seen fit to address its seriously bad safety record by applying a 30 mph speed limit permanently to the whole of this road – as they should have done in such a location and circumstances.

In conjunction with a greatly reduced speed limit, any direct connection to the M11 must incorporate some serious re-alignment of Gilden Way to discourage drivers leaving the motorway from continuing in motorway mode to everyone else's greatly increased detriment and danger.

Besides that, since at times of congestion the overwhelming majority of East-West traffic has its destination or origin in Harlow, this proposal would not only make that situation worse, but also tend to cause additional congestion on the M11 though its use for the short journey between Junction 7 and 7a, something that standard UK motorway design principles were explicitly intended to avoid.

I'm afraid this kind of scheme threatens to complete the encirclement of Harlow with a 'Berlin Wall' of various highly hostile road environments that cut its residents off from neighbouring countryside in almost all directions, and from which they cannot escape except by car. It is thoroughly undesirable in every way.

I'm sorry if my response to your request for comment is belated, but your original communication seems to have been mis-directed: I know of no such group as "CTC Harlow" who might have been expected to respond though, in any case, issues like this are normally dealt with by the local CTC Right to Ride reps, of which I am one. As far as I know Essex CC knows this since it normally communicates with us directly.

Regards
Bob Jones
CTC RtR rep for East Herts & West Essex

Figure B.1 : Reply from Cyclists' Touring Club

From: Kris Radley <Kris.Radley@sustrans.org.uk>
Sent: 23 September 2013 11:17
To: Nash, Caroline
Subject: RE: M11 Proposed new Junction 7A near Harlow, Essex

Hi Caroline,

We note the application with interest as we are currently investigating ways of improving access in and around Harlow, particularly sustainable means of linking communities, businesses (including the London Stansted Airport) and sites of special interest along the M11 corridor. With the proposed new junction we are keen to ensure that walking and cycling opportunities are investigated and that they become the modes of choice for people wishing to explore the area and access key services. In particular this part of West Essex is of strategic importance with regards to the National Cycle Network. There is certainly a need for better walking and cycling links between Harlow and Bishops Stortford and Harlow and Chelmsford.

For your information please find following brief details about Sustrans routes that are currently in use:

National Cycle Network Route 1 that links Harlow with Chelmsford. This route currently runs through Harlow before exciting the town along Moor Hall road, crossing the M11 and joining Matching Road. The route then follows quiet lanes and rural roads to Writtle then on to Chelmsford. Any planned improvement works in this area need to consider the current level of provision for cyclists on NCN1.

National Cycle Network Route 11 linking Harlow with Bishops Stortford. This is a proposed route with a section of shared use path already allocated as NCN11 between Sawbridgeworth and Spellbrook.

More information can be found at http://www.sustrans.org.uk/ncn/map

It is also worth noting that Harlow has a very good cycling network that has been established for many years. It will be important to ensure that any new development contributes to the existing network that links residents with key services in the town.

Suggested improvements to provision in this area:

A dedicated cycling and walking route that will link Harlow Mill Rail Station and Sawbridgeworth.
A dedicated cycling and walking route that will link Spellbrook and Bishops Stortford rail station.
Improved signing of NCN1 between Harlow and Chelmsford

Sustrans would be pleased to work with Jacobs and the council to achieve this and we hope that the Council will take these matters into account when determining this application. I would be happy to discuss further.

Warmest regards

Kris

Kris Radley, Sustrans Area Manager, Greater Essex,

Figure B.2 : Reply from Sustrans