

Chelmsford Active Travel Fund Proposals

Summary of Virtual Event Comments/Questions and Responses

7pm, Monday 21st June 2021, Zoom

The Chelmsford Active Travel proposals are currently on consultation until **11th July**.

The proposals have been developed in partnership via a Steering Group which has shaped the initial proposals to take to consultation, but this consultation is specifically to engage the public and local residents and to seek their views.

Once we have analysed this feedback we will hold further engagement events in late summer / early autumn and use all the findings to agree next steps and to inform the next stage of design.

Summary of comments and questions	Response
<p><u>Steering Group composition</u></p> <ul style="list-style-type: none"> • Who is on the Steering Group? • Do members live in Old Moulsham? • What are their qualifications? • Who is eligible to join? • Can Old Moulsham Residents Against Quarters have representation? • Can residents in favour of the proposals have representation too? 	<p>The Chelmsford Steering Group was established in October 2020.</p> <p>The Cabinet Member invited an ECC Member for Chelmsford to chair the group.</p> <p>Based on officer recommendations, the chair invited representation from Chelmsford City Council (councillors and officers); businesses (One Chelmsford BID and Moulsham Traders Association); cycling groups (Chelmsford Cycling Action Group); passenger transport (First Buses); accessibility groups (Chelmsford Area Access Group); and local residents (Neighbourhood Watch). <i>NB: Local councillors live locally and also represent residents.</i></p> <p>The group also includes a mixture of male and female representation.</p> <p>It is not felt appropriate to name people specifically and the decisions taken by the group were very much based on group discussions and decisions.</p>

	<p>Those who have been involved in the development of these proposals include qualified officers in appropriate specialisms (eg Transport Planning, Engineering etc). While they may not all live in the area, they have good working knowledge of the area.</p> <p>The Steering Group was set up to specifically include representation from local councillors and residents to ensure local knowledge was taken into account to shape the proposals to go out to consultation on.</p> <p>The composition of the Steering Group will be extended to include a representative of groups which do and do not support the proposals – this will be discussed with Cllr Goldman, who is also going to join the Steering Group.</p>
<p>Consultation Approach</p> <ul style="list-style-type: none"> • A digital only consultation is not inclusive • Survey questions are leading/biased • Leaflets have only just been received • Have residents been given enough notice about the consultation? • Can you confirm there will be further consultation? • Why was the virtual event capped at 100 people? • It appears the schemes are being pushed through and that the decision to implement these schemes has already been made? 	<p>We have worked with the Steering Group and partners to shape the proposals that are currently being consulted upon. We are now at the appropriate point in the programme to consult on these proposals.</p> <p>The consultation has been communicated via press articles and adverts, social media and word of mouth via the Steering Group. We have experience that online communication and engagement works well and due to the current Covid pandemic, had predominantly taken this approach.</p> <p>We had planned a face to face event to ensure we are able to reach everyone. However, as a result of the response during the early weeks of the consultation we acknowledged that we would need to consider more than one event and were mindful of ensuring we adhere to government guidelines and being Covid secure / ensuring social distancing.</p> <p>We have now held three events and also undertaken a leaflet drop:</p> <ul style="list-style-type: none"> - Monday 21st Virtual Village Hall - Tuesday 22nd Chelmsford High Street - Thursday 24th Oaklands Park

The virtual event was capped at 100 people so that we could hold breakout sessions with smaller focus groups, so people had a better opportunity to have their say within a smaller group. There are very common themes coming out, so views of residents are very much being noted.

The consultation has also been extended by one week until 11th July.

The whole point of the current consultation exercise is to engage the public, and specifically local residents, to seek their views on what has been developed so far.

What we hear and learn from this consultation will be used to inform any next steps before any decision is taken.

There will be a further opportunity to comment on the schemes when the Traffic Regulation Orders (TROs) are advertised in order that the schemes can be legally enforced.

Additionally, we are looking to engage further before any formal decision is made, which could take the form of engagement workshops rather than a public consultation that is taking place now.

In the meantime we are encouraging everyone to provide their comments by completing the survey online at activetravel@essexhighways.org.

Paper copies are also available on request (details at the end of this note).

Please also note that we have taken on board concerns about the questions within the survey and they have been updated to include and clarify '**if you agree with this measure...**' or 'please tick the measures you would support, **if any**' so that they are not in any way biased. There are also a number of open text boxes throughout the survey for people to note any comments or concerns and specifically question 15 allows you to make any comments on any aspects of the proposals. There are therefore several places where you can note your concerns and express that you do not support the proposals.

<p><u>Problem identification and scheme development</u></p> <ul style="list-style-type: none"> • Can you explain what is the problem that you are trying to resolve? • Are you finding a problem to get money rather than asking for money to solve a problem? 	<p>The Active Travel Fund is to encourage increased active travel (walking and cycling) in line with reducing general traffic on roads and supporting the climate change and health and wellbeing agendas. The Department for Transport (DfT) also suggested a link with the Local Cycling and Walking Infrastructure Plan (LCWIP) corridors and welcomed Liveable Neighbourhood proposals.</p> <p>The route from Chelmsford Railway Station, through Moulsham to Baddow forms one of the LCWIP routes and we are therefore looking to encourage increased walking and cycling along this corridor and between key destinations such as the city centre, railway station, Moulsham Street, Old Moulsham and Baddow.</p> <p>Non-local through traffic using Old Moulsham as a cut through was an issue/concern brought to our attention by members of the Steering Group. In addition, we wanted to make a safer, healthier and more appealing place for people to walk and cycle. The proposal therefore developed to include Liveable Neighbourhood treatment of Old Moulsham with the proposed implementation of modal filters to stop general through traffic but enable walking, cycling and bus use through and within the area.</p> <p>The proposals are in line with our Chelmsford Future Transport Network Strategy to provide improvements for, and to promote, active travel and sustainable transport within the central and mid zones of Chelmsford and to discourage non-essential car travel; our Local Cycling and Walking Infrastructure Plan (LCWIP); and also the government's Active Travel Fund criteria.</p>
<p><u>Data collection, monitoring and measuring success</u></p> <ul style="list-style-type: none"> • What analysis has been done to determine through traffic to be a problem? • If you don't know how many people walk, cycle and drive currently, how do you know if the schemes are successful? 	<p>The Active Travel Fund was announced in Summer 2020 and we had a very limited time to develop the proposals.</p> <p>We have existing data which informed our Chelmsford Future Transport Network Strategy which was released in February 2017. Data to inform the journeys to work, their distance and how they are made is taken from the Census (2011). We also do collect traffic and cycling counts on certain routes.</p>

<ul style="list-style-type: none"> • How will you measure success? • What evidence is there that 50% of journeys to work are made by car? • What evidence is there that journeys by car are under 5km? 	<p>However, data collection must be robust and we have to collect it during neutral periods (avoiding the lead up to Christmas for example). Unfortunately, due to the Covid pandemic there has not been a neutral time to collect any scheme specific data.</p> <p>In lieu of up to date data for Old Moulsham, the local representation on the Steering Group was used to inform the issues which we should look to address.</p> <p>The programme for delivery of the proposed schemes is not until next Spring / Summer, so we hope to collect neutral before data, which can then be compared to any after data to assess the success of the proposals.</p> <p>If a Liveable Neighbourhood scheme in Moulsham is confirmed and is sufficiently transformative in terms of qualifying for the Department for Transport Funding (DfT), this would be part of an evaluation led by independent experts.</p> <p>In addition to detailed traffic, cycling and walking counts, the DfT, in conjunction with the University of Westminster will be conducting detailed monitoring and evaluation of the schemes, including 'before and after' reviews. Finally, once any intervention has been in place for 6 months, an additional evaluation survey will take place.</p> <p>We always use best practice in the development of our cycling schemes and our designs will be adhering to LTN 1/20 design guidance.</p>
<p><u>Bigger Picture / Army and Navy junction consideration</u></p> <ul style="list-style-type: none"> • Wouldn't it make sense to sort out the issues at the Army and Navy roundabout, before looking at local roads? • Why can't the funding be spent on the Army and Navy solution? 	<p>There is a project in place to provide improvements for the Army and Navy junction – The Army and Navy Sustainable Transport Package https://www.essexhighways.org/highway-schemes-and-developments/major-schemes/army-and-navy-taskforce.</p> <p>The package includes proposed improvements at the junction itself, with a sustainable transport focus, but also the proposed provision of additional cycle connections and a Park and Ride to serve West Chelmsford. This package would encourage modal shift which would look to remove traffic from the Army and Navy junction and also the surrounding routes.</p>

	<p>The funding for this is being sought via another government budget, the Major Roads Network (MRN) Large Local Majors programme. We have positive communications with the Department for Transport on this, but we need to go through a process to secure the funding. The project itself is also at early stages and we do not yet have a preferred option. The current programme suggests delivery of the package between 2024 and 2026.</p> <p>The Active Travel Fund cannot be used on elements of the Long-Term Army and Navy Sustainable Transport Package.</p> <p>However, the proposed cycle route connecting Baddow and Moulsham to the city centre will encourage modal shift from cars to cycle and thereby aims to alleviate traffic at the Army and Navy junction.</p> <p>The Active Travel proposals form part of an overall strategy for Chelmsford where schemes such as those delivered via the Chelmsford City Growth Package and future proposals such as the Army and Navy Sustainable Transport Package will complement each other to provide a change in the way the transport network is used in Chelmsford with improvements to the walking, cycling and bus networks to increase their use away from the congested road network.</p>
<p><u>Quarters concerns:</u></p> <ul style="list-style-type: none"> • Has consideration been given to assist those with limited mobility? • Will there be traffic lights on Lady Lane / Van Diemens to give residents priority? • Map is unclear • Shopping areas / main roads / London examples don't illustrate what it will be like for Old Moulsham 	<p>The proposed Liveable Neighbourhood in Old Moulsham is to create an area where it is easier and safer for everybody to walk and cycle, while enjoying a more pleasant street and improved, more attractive, environment as a result of fewer cars, especially at school run times. It aims to reverse the trend of neighbourhoods dominated by speeding cars using residential streets as cut-throughs and shortcuts by people outside the area.</p> <p>The proposals are not aimed to divide an area, they are in fact aimed to support the area and provide the benefits as set out above and below.</p> <p>The proposals do not prevent people from using their car if they still chose, or need, to do so. The entries and exits from each of the quarters would be available for those car trips. However we accept that these proposals do require some diversions.</p>

- Quartering is divisive to our community
- Old Moulsham is a liveable neighbourhood already
- When we exit our quarter, will the route lead us to the Army and Navy roundabout (which is a concern)?
- What about the environmental impacts of the re-routing?

The potential new routing will depend on your destination and the quarter you live in. For example, the egress/exit point from the south-eastern (pink) quarter is onto Van Diemens and one of the egress/exit points from the eastern (yellow) quarter is onto the Odeon roundabout which will route you via Parkway. However these are for general car journeys. Trips made on foot, bike or bus can avoid the Army and Navy roundabout to access the city centre and other areas of Chelmsford and beyond.

By providing the best scheme that we can with as much support as we can achieve, we hope to make walking and cycling as attractive as possible so that more and more people will choose to walk or/and cycle within the Moulsham area and from Baddow too via the proposed cycle route.

In this way, there will be a minimum amount of traffic pushed elsewhere on the local road network. Combined with other schemes that ECC are developing and have implemented (as noted within the Army and Navy junction consideration section above), we are aiming to reduce the amount of congestion and high levels of car use that we see on our roads currently.

Before and after images of schemes like these proposals have been shared to illustrate the benefits visually. Places like Moulsham Street would be supported by the cycle route and the Liveable Neighbourhood approach as an existing key destination but with improved access by walking and cycling. Studies illustrate that it is actually people who spend money, not cars, and that people who travel by active modes visit an area more regularly, stay for longer and spend more money. A summary of the economic benefits of cycling can be found in a study by Transport for London (Walking and cycling economic benefits summary pack) which may be of interest and illustrates how cycling can bring real benefits to businesses and the local area including the higher spends of cyclists compared to those who drive and the social benefits. On this website another document The Pedestrian Pound gives good case studies, such as Waltham Forest, where there have been fantastic benefits to re-allocating road space to cyclists and pedestrians.

<https://tfl.gov.uk/corporate/publications-and-reports/economic-benefits-of-walking-and-cycling>

	<p>We have asked for a clearer image of the plan to be shared on the website and are also looking into whether we can provide a larger copy at a library.</p>
<p><u>Modal filter operation concerns:</u></p> <ul style="list-style-type: none"> • Won't road narrowings cause bottlenecks for traffic and therefore not improve the flow of traffic? • How are the modal filter restrictions going to be enforced? • How will delivery drivers, tradesmen, builder's delivery lorries exit Bouverie or Rosebery Roads? • Can mobility vehicles pass through the modal filters? • What about Emergency Services? 	<p>Modal filters are where general car traffic will not be allowed, but where walking, cycling and bus movements will still be permitted through and within an area.</p> <p>The proposals are to stop non-local through traffic travelling through the community and to encourage more people to walk and cycle, thereby reducing traffic on the roads and improving the flow of traffic for those occasions when people do still need to use their car.</p> <p>Emergency service vehicles will be able to pass through the modal filters. In the instances where buses are allowed it is proposed that there will be no bollards. In the locations where the modal filters are not on a bus route, bollards are proposed. However they will be removable and emergency vehicles have a key, which is the practice nationally, so that they can lower the bollards and travel through these modal filters.</p> <p>There will be appropriate signage in place so drivers know they cannot use the proposed routes and will stop traffic travelling through these points.</p> <p>There are different types of mobility scooters. Those which are permitted on the road (Class 3 invalid carriages) are not permitted for use on bus lanes or 'cycle only' lanes. However they can travel on footpaths or in pedestrian areas at a maximum of 4mph. So they will be able to continue to use the footpaths and pedestrian areas as they currently do and therefore travel between the proposed quarters like a pedestrian would.</p> <p>Contraventions will be a matter for the police. A lot of the schemes will have an element of self-enforcement designed into them, in the knowledge that the police are often not able to be on site to enforce the restrictions.</p> <p>As this is still a proposal, we haven't yet gone to detail design. When we do, we will carry out impact assessments as well as track vehicle movements to confirm that vehicles (such as delivery vehicles) can make any appropriate turns on roads where modal filters are proposed.</p>

<p><u>Cycle route concerns:</u></p> <ul style="list-style-type: none"> • (Hamlet and Grove) Roads are narrow, with parked cars on both sides, where will the cycle lanes go? • Loss of parking is an issue 	<p>There are no cycle lanes proposed in Hamlet Road or Grove Road. Instead, the implementation of a one-way system will mean that there will be less traffic travelling along the roads and less conflicts so that cyclists will travel with flow with any car traffic on the carriageway and not need to navigate around any vehicles coming in the opposite direction.</p> <p>There are no proposals to remove any parking spaces on Hamlet Road or Grove Road and there will be minimal parking spaces lost to parking as a result of the contraflow cycle lane on Moulsham Street.</p>
<p><u>Other traffic / funding concerns:</u></p> <ul style="list-style-type: none"> • So money is to be spent on walking and cycling but not on the traffic problems and potholes? 	<p>The Active Travel Fund has key criteria and needs to be spent on certain elements.</p> <p>Traffic problems such as through traffic and speeding are looked to be addressed via the Liveable Neighbourhood proposals and the proposed new cycle route with the encouragement of modal shift – getting more people out of their cars and walking and cycling to reduce the general car traffic on the roads.</p> <p>While well maintained routes improve the environment for pedestrians and cyclists, the Active Travel Fund cannot be spent on general maintenance. This would need to come from a different funding source.</p> <p>We do however recognise that road maintenance is a genuine concern, and we will ensure our maintenance colleagues are aware.</p> <p><i>Speeding concerns are covered in the New ideas for consideration section below.</i></p>
<p><u>New ideas for consideration:</u></p> <ul style="list-style-type: none"> • On busier roads, could we have road narrowing points with a cycle lane on one side? 	<p>We would welcome new ideas in the survey responses, noting locations for these, so that we can take comments like this into account as part of the review and to inform next steps.</p> <p>We are keen to provide segregated cycle lanes where possible, but it does depend on the width of the road and also the volume of traffic.</p>

<ul style="list-style-type: none"> • Can digital interventions such as Automatic Number Plate Recognition (ANPR) be considered? • What about traffic calming such as speed humps? • What about safer school streets? • Enforcement of existing 20mph • Enforcement of Keep Clear on Van Diemens 	<p>The Government has provided the Active Travel funding to develop walking and cycling schemes to make these modes more attractive and to encourage a healthier way to travel around. We believe digital interventions and Automatic Number Plate Recognition (ANPR) are outside the scope of the current funding (however we are seeking clarification from the DfT) and are very expensive to introduce and difficult to enforce.</p> <p>The 20mph zone within Moulsham was implemented after a formal Traffic Regulation Order (TRO) consultation and was provided via the Local Highways Panels funding. The Liveable Neighbourhood proposals do not look to change this so the 20mph zone will remain.</p> <p>We will however take the concerns about speeding away and ECC are currently concluding a Speed Management Strategy and we can highlight the concerns within Moulsham to the relevant team.</p> <p>We are pleased to see support of the safer school streets and are looking to develop the proposed School Street on Trinity Road in such a way that they benefit as many people as possible and that they are supported by as many of the residents in the area as we can achieve. If this is something you would like to see implemented in the Old Moulsham area, this is the sort of thing you would need to include within your consultation response.</p>
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Please visit www.essexhighways.org/active-travel-essex to find details of the proposals, how to complete the survey, and also a video. There are links to each of the Active Travel Fund areas, simply click on the Chelmsford link.

Please note that hardcopies of the material and surveys can be requested for those individuals who don't have access to the internet via the following details: 0345 743 0430 or email Active Travel activetravel@essexhighways.org providing their name and address.

We encourage you all to give us your feedback if you haven't already done so by 11th July.



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